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KENTUCKY
TRAFFIC ACCIDENT FACTS
1980

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By

BUREAU OF STATE POLICE

Marion D. Campbell, Commissioner

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OFFICE OF THE GOVERNOR

FRANKFORT, KENTUCKY 40601

JOHN Y. BROWN, JR.
GOVERNOR

Dear Fellow Kentuckian:

Highway safety is important to all the citizens of the Commonwealth. Engineering, enforcement and education are separate but equal factors in achieving a solution to our common traffic-related problems. Despite our best efforts there continues to be an on-going accumulation of fatalities, personal injuries and property damage as the result of traffic accidents.

I ask that you give your careful attention to this report. I hope that together we can join forces by utilizing safe and defensive driving practices whereby these totally unnecessary and tragic losses will be decreased substantially.

Sincerely,

John Y. Brown, Jr.
Governor

COMMONWEALTH OF KENTUCKY

KENTUCKY STATE POLICE

FRANKFORT 40601

OFFICE OF THE COMMISSIONER

"Kentucky Traffic Accident Facts" is an annual publication of the Bureau of the Kentucky State Police. We are designated under the provisions of Kentucky Revised Statutes 189.635 as the central traffic accident report collection agency for the Commonwealth of Kentucky.

Our purpose is to provide the people of Kentucky with a meaningful examination of the accident situation on their roads, streets, and highways, and, hopefully point the way toward solutions for reducing our traffic injury and death tolls.

We wish to acknowledge and express appreciation to the more than 400 state, county, and local law enforcement and highway safety agencies whose help and cooperation made this report possible.

Marion D. Campbell

Marion D. Campbell
Commissioner

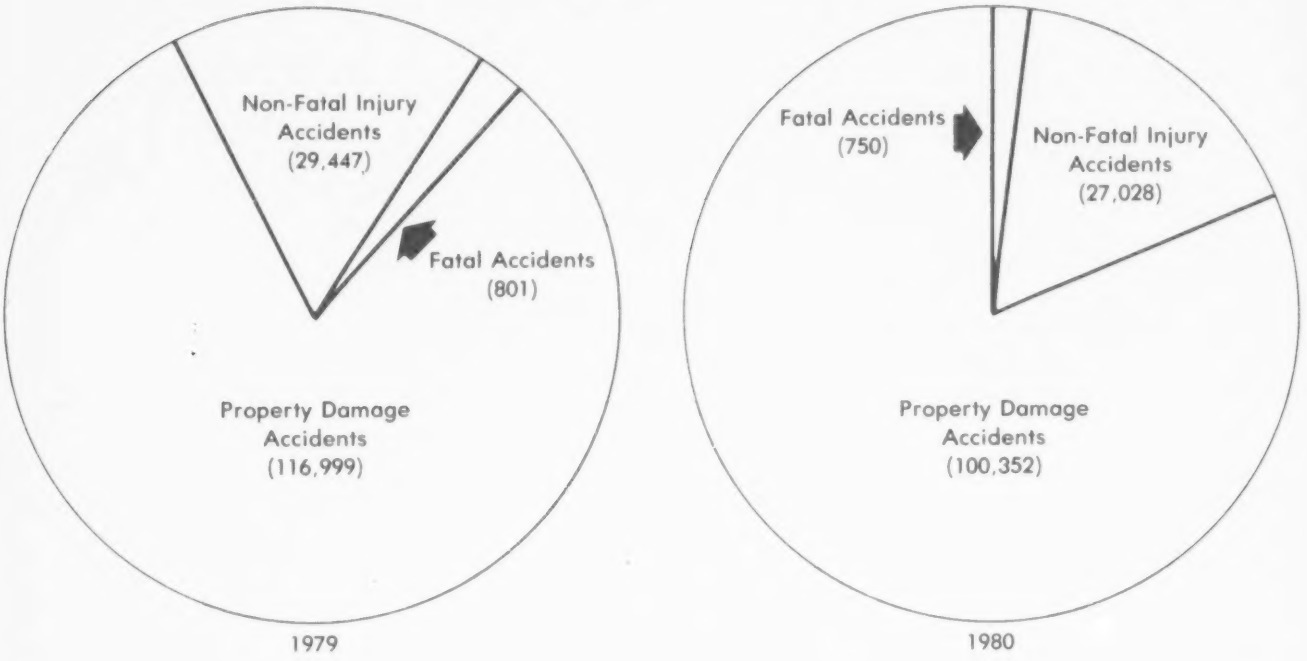
1979 - 1980 TRAFFIC ACCIDENTS AT A GLANCE

TOTAL . . .	1979	1980
Miles Travelled	27,456,985,123	26,633,275,569
Licensed Drivers	2,067,777	2,114,521
Registered Vehicles	2,621,958	2,590,606
Accidents Reported	147,247	128,130
Fatal	801	750
Non-Fatal Injury	29,447	27,028
Property Damage	116,999	100,352
Economic Loss (Estimated)*	$ 498,860,000	$ 483,510,000
Accident Severity Rate**	1-37-146	1-36-134
Persons Injured	44,829	40,812
Persons Killed	905	825
per fatal accident	1.13	1.10
per 100 million miles travelled	3.3	3.1
per 100 thousand population	25.6	22.5
per 100 thousand licensed drivers	43.8	39.0
per 100 thousand registered vehicles	34.5	31.8

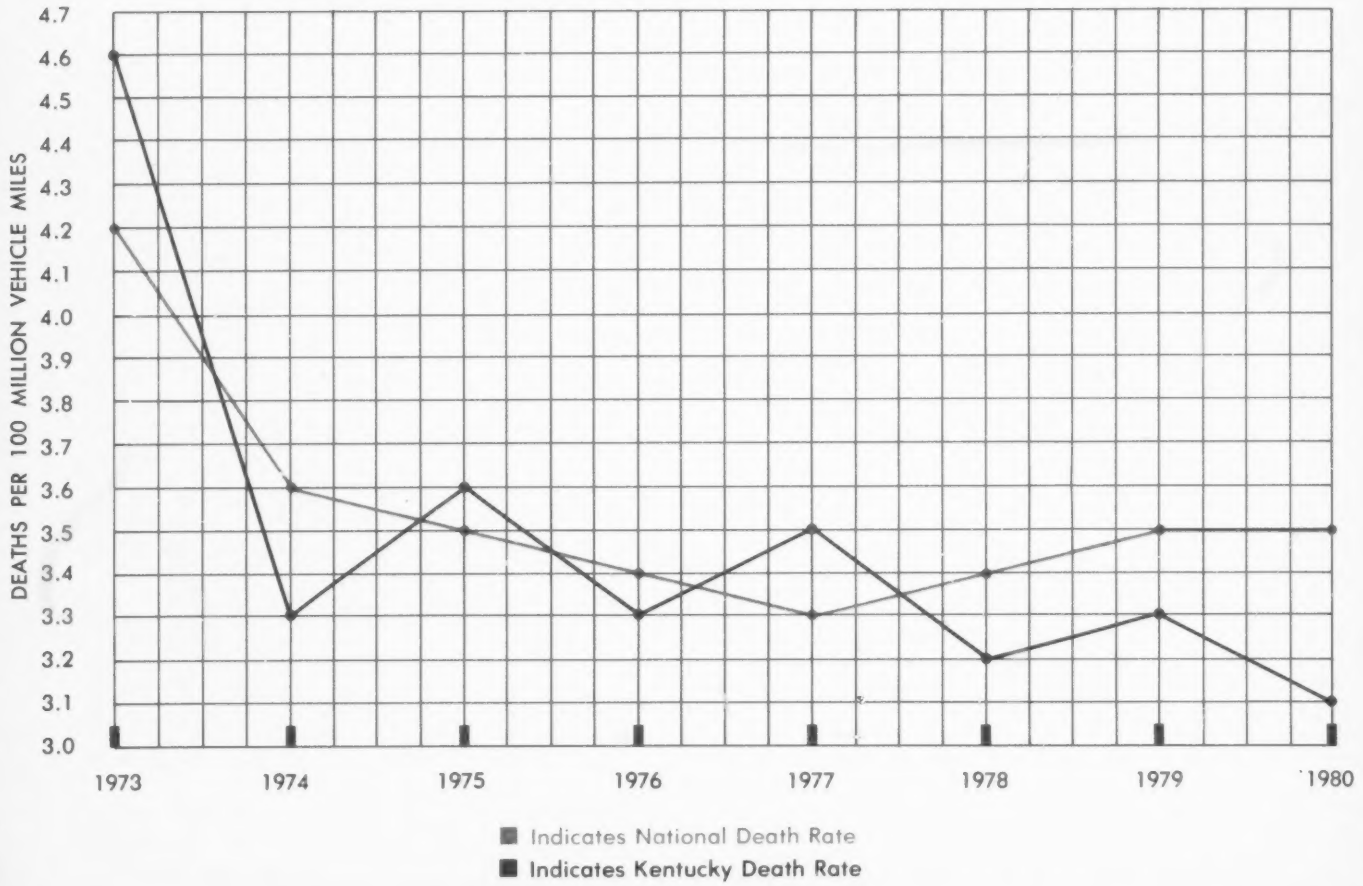
* The calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administration cost, and property damage. Estimates are based on information from the National Safety Council.

** Severity rate is ratio of non-fatal and property damage accidents to fatal accidents.

ACCIDENTS BY TYPE

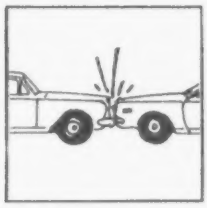


DEATH RATES 1973 - 1980



ACCIDENTS BY TYPE

Total Accidents	128,130
Total Fatal Accidents	750
Total Persons Killed	825

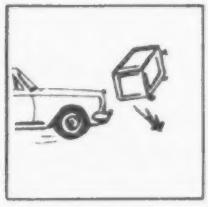


COLLISION WITH OTHER MOTOR VEHICLE

100,494 accidents	78.4%
324 persons killed	39.3%

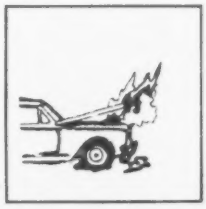
COLLISION WITH FIXED OBJECT

17,753 accidents	13.9%
276 persons killed	33.5%



COLLISION WITH OTHER OBJECT

2,493 accidents	1.9%
20 persons killed	2.4%



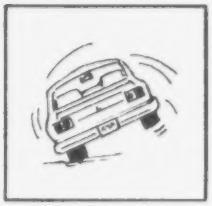
OTHER NON-COLLISION

2,212 accidents	1.7%
38 persons killed	4.6%

IN ORDER OF FREQUENCY

COLLISION WITH PEDESTRIAN

1,596 accidents	1.2%
110 persons killed	13.3%

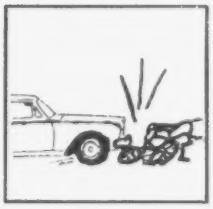


NON-COLLISION, OVERTURNING

1,376 accidents	1.1%
31 persons killed	3.8%

COLLISION WITH ANIMAL

1,167 accidents	0.9%
4 persons killed	0.5%

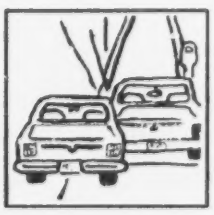


COLLISION WITH PEDACYCLIST

744 accidents	0.6%
8 persons killed	1.0%

COLLISION WITH RAILWAY TRAIN

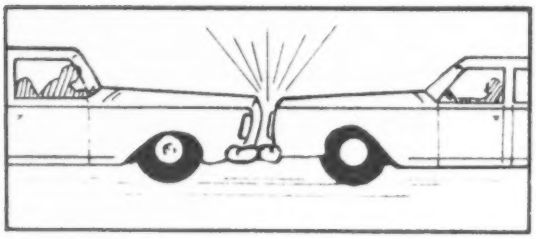
191 accidents	0.1%
14 persons killed	1.7%



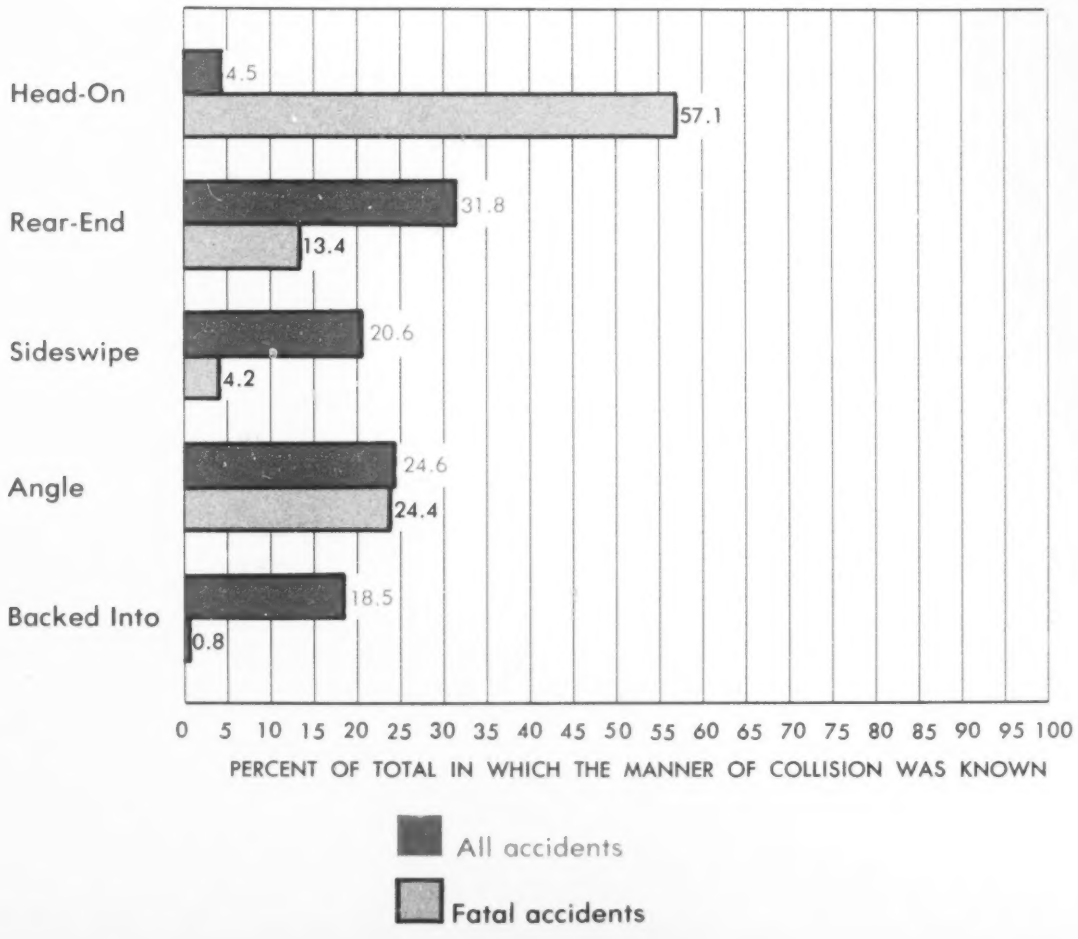
COLLISION WITH PARKED MOTOR VEHICLE

104 accidents	0.1%
0 persons killed	0.0%

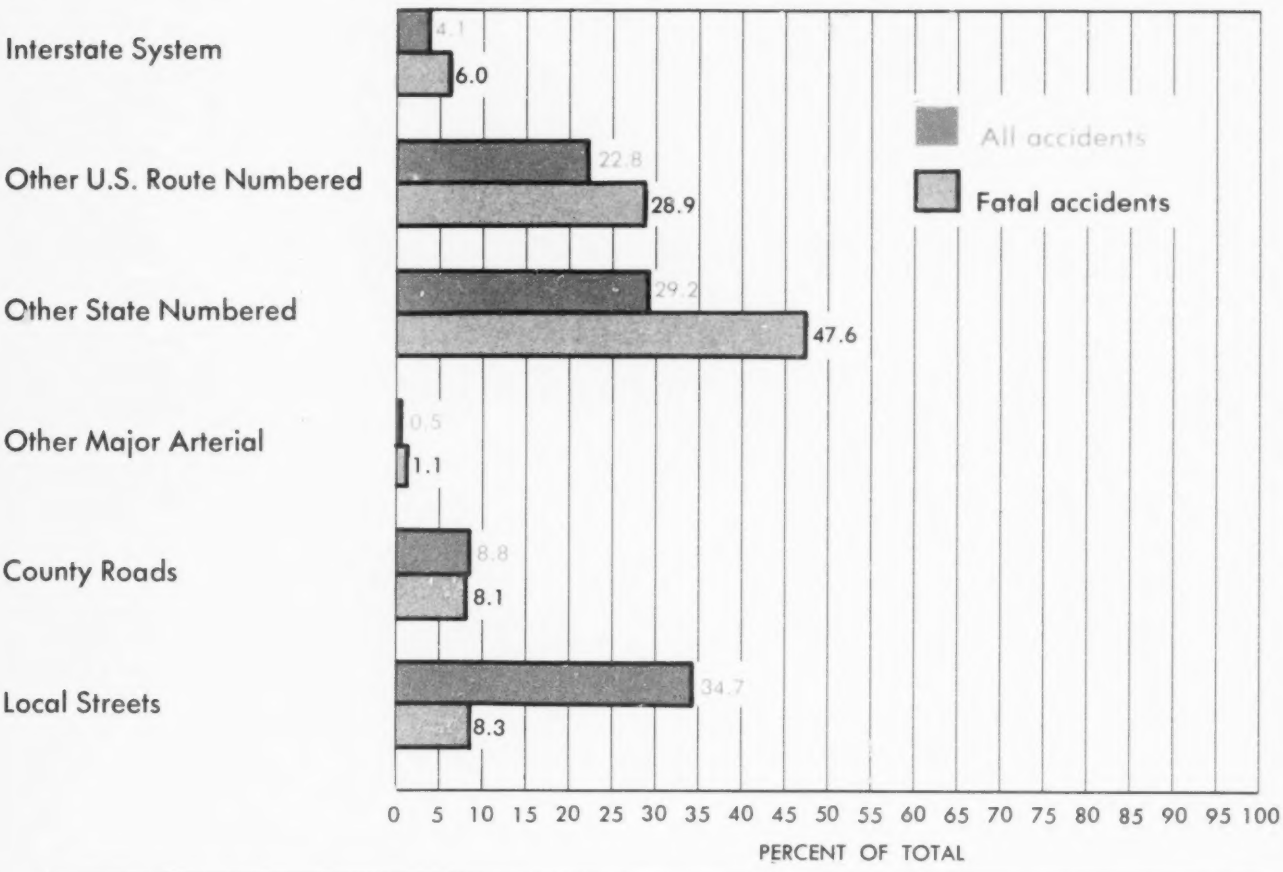
THE TWO-VEHICLE COLLISION



Of the 128,130 accidents reported in 1980, 78 percent involved one vehicle colliding with another. Head-on collisions were the deadliest, accounting for 57.1 percent of all fatal accidents reported.



ACCIDENTS BY CLASS OF TRAFFICWAY



INTERSTATE SYSTEM is any trafficway within the national system for interstate and defense trafficways.

OTHER U.S. ROUTE NUMBERED is any trafficway within the U.S. trafficway system, excluding interstate and other limited access trafficways.

OTHER STATE ROUTE NUMBERED is any trafficway within the state trafficway system, excluding other limited access trafficways.

OTHER MAJOR ARTERIAL is any trafficway, usually city streets and county highways, for which cross traffic is required to stop.

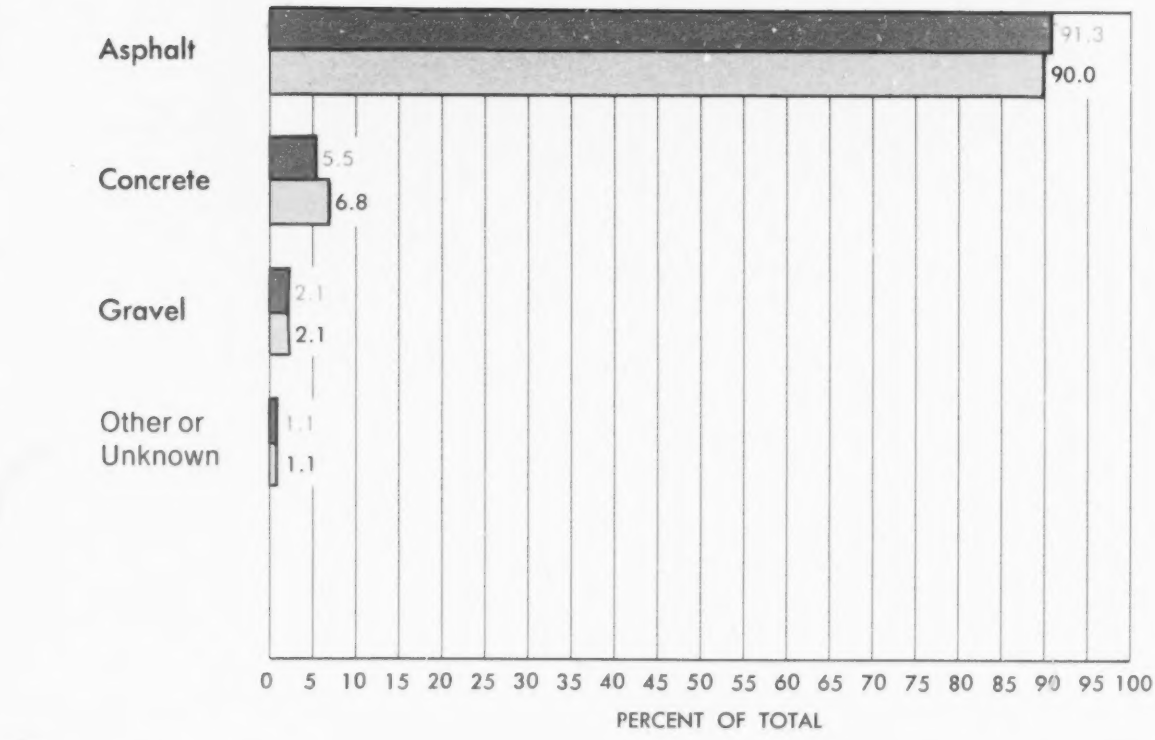
COUNTY ROAD is any trafficway within a county trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

LOCAL STREET is any trafficway within a city trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

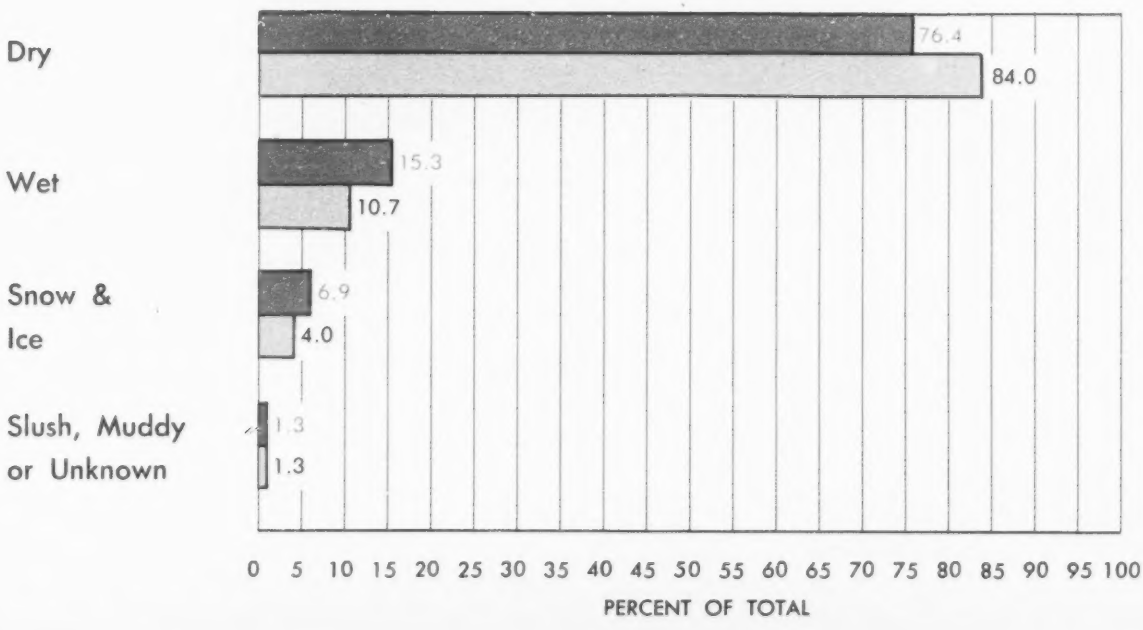
(DEFINITIONS PUBLISHED BY NATIONAL SAFETY COUNCIL)

ACCIDENTS BY . . .

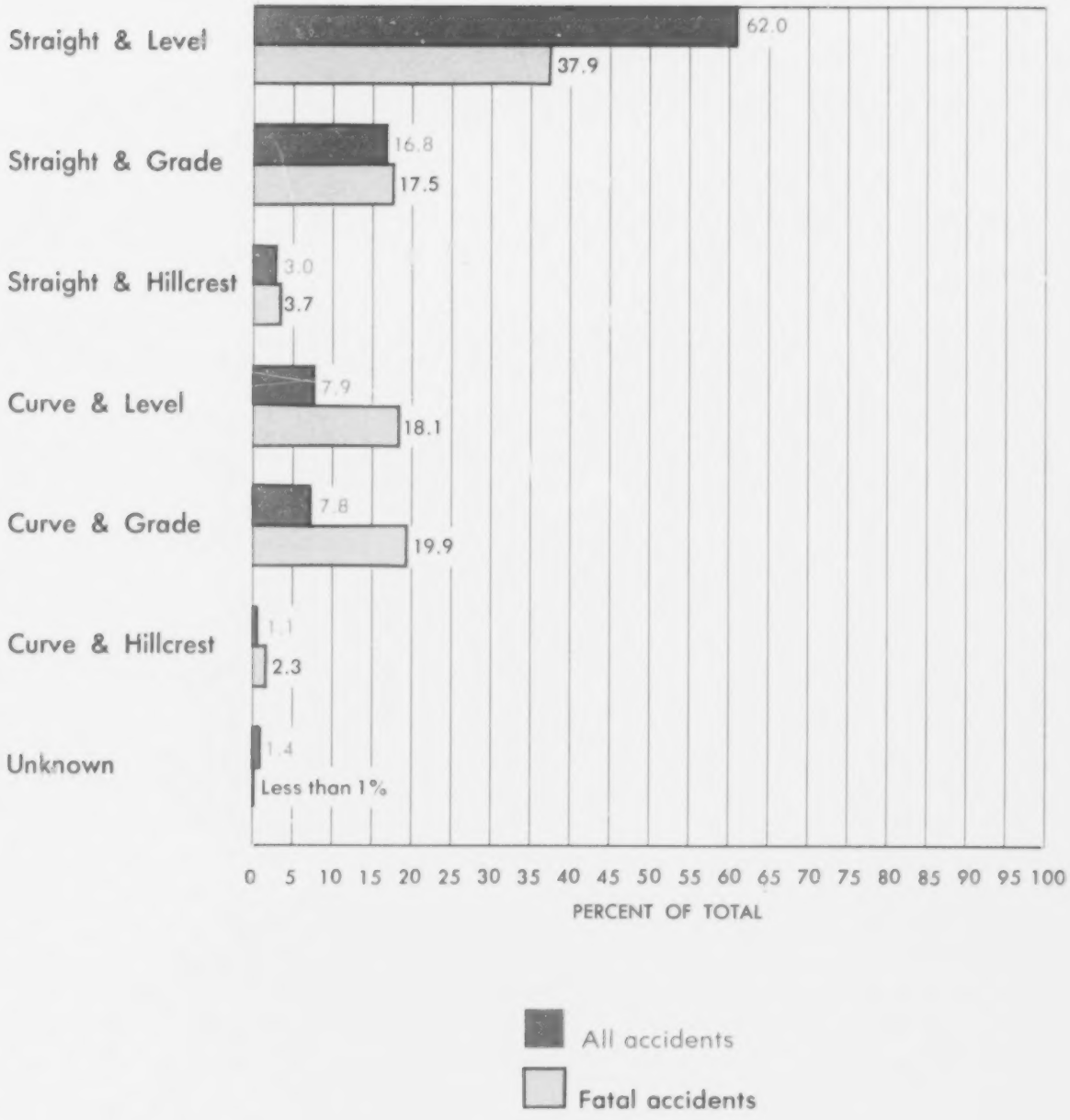
. . . ROADWAY SURFACE



. . . ROADWAY CONDITION



. . . ROAD CHARACTER



Contrary to popular belief, most accidents can not be blamed on bad roads or poor weather. Of the total accidents reported during 1980, most occurred on dry, well-surfaced roads and along straight, level stretches where a careful, law-abiding driver, attentive to traffic around him, and in full control of his own vehicle, should have no difficulities at all. The same general statement also holds true for fatal accidents.

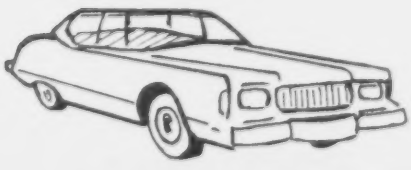
VEHICLE INVOLVEMENT

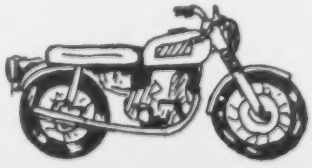
All accidents

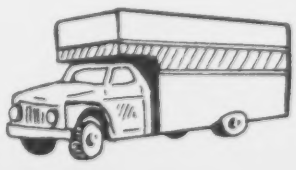
Fatal accidents

CLASSIFICATION	TOTAL ACCIDENTS	PERCENT OF TOTAL (0 10 20 30 40 50 60 70 80 90 100)
Passenger Car	207,159	87.9
	900	82.3
Truck or Truck-tractor	10,215	4.3
	66	6.0
Truck-tractor & Semi	4,342	1.8
	55	5.0
Farm Tractor and/or Equipment	245	0.1
	5	0.5
Bus (Except School Bus)	628	0.3
	0	0.0
School bus	703	0.3
	2	0.2
Motorcycle (And other two wheeled motor vehicles)	2,017	0.9
	45	4.1
Other Motor Vehicle	1,188	0.5
	4	0.4
Type Unknown	9,262	3.9
	17	1.6

A total of 235,759 vehicles were involved in accidents in Kentucky in 1980. This figure includes 1,094 vehicles which were involved in fatal accidents. Note on the graph that the percentage of motorcycles and trucks involved in fatal accidents is somewhat higher than the percentage of all accidents in the same category.







ACCIDENT LOCATIONS

AREA	NUMBER OF ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL	INJURY ACCIDENTS	PERCENT OF TOTAL
Rural	60,608	47.3%	598	79.7%	16,430	60.8%
Urban	67,522	52.7%	152	20.3%	10,598	39.2%
Total	128,130	100.0%	750	100.0%	27,028	100.0%

DRIVER INVOLVEMENT . . .
. . . BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ACCIDENTS	% OF TOTAL	NUMBER INVOLVED IN FATAL ACCIDENTS	% OF TOTAL
Local Resident	174,299	83.7%	884	84.0%
Residing elsewhere in state	6,009	2.9%	46	4.4%
Non-Resident	15,517	7.4%	101	9.6%
Unknown	12,496	6.0%	21	2.0%
Total	208,321	100.0%	1,053	100.0%

. . . BY SEX

TOTAL ACCIDENTS*

SEX	# IN ACCIDENTS	% IN ACCIDENTS
Male	131,406	67.7%
Female	62,829	32.3%
Total	194,235	100.0%

*14,086 cases not stated.

FATAL ACCIDENTS*

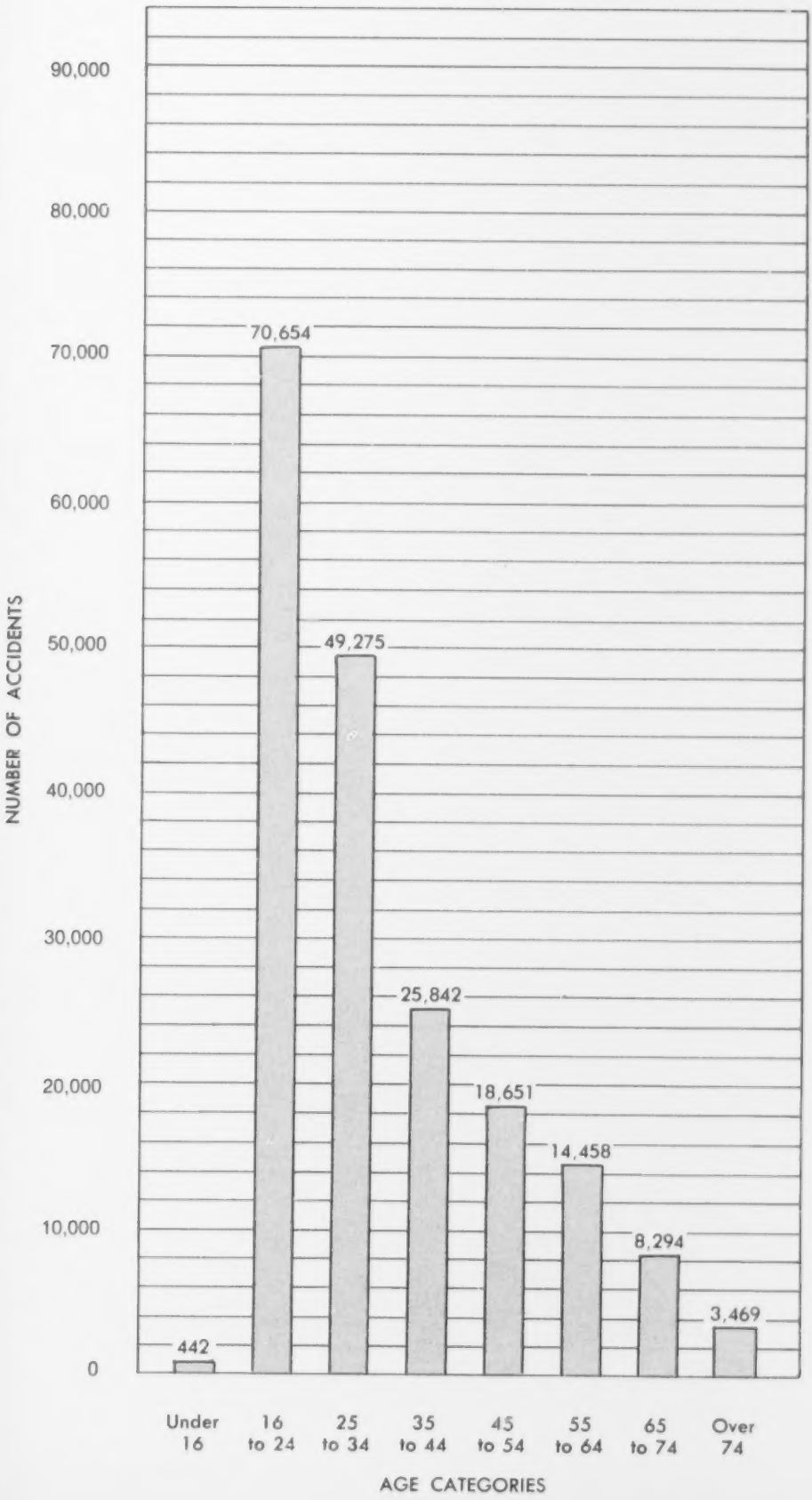
SEX	# IN FATAL ACCIDENTS	% IN FATAL ACCIDENTS
Male	854	83.2%
Female	173	16.8%
Total	1,027	100.0%

*25 cases not stated.

DRIVER INVOLVEMENT

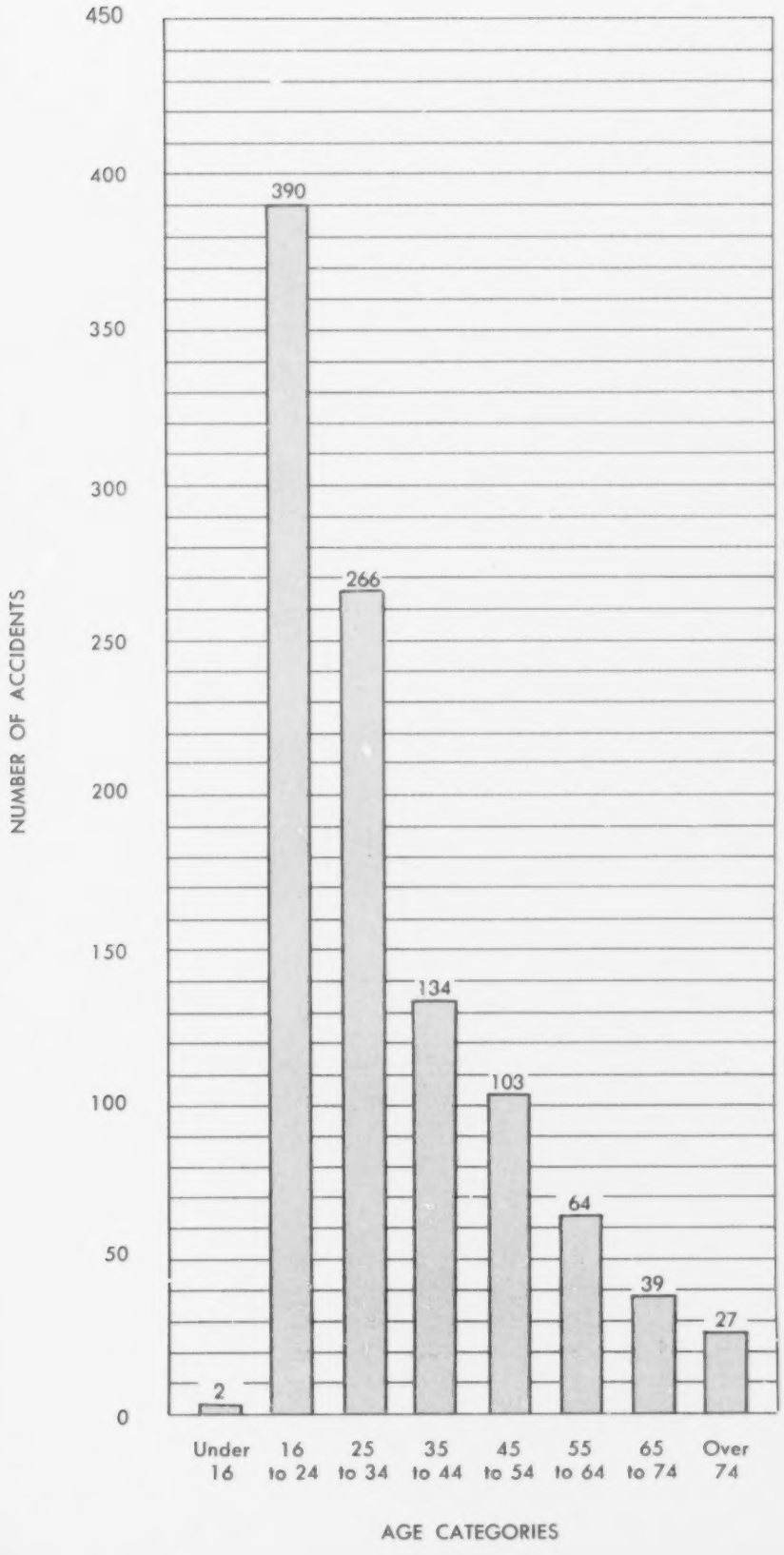
BY AGE . . .

. . . IN ALL ACCIDENTS



*17,236 accident cases not stated. Cases shown include non-licensed as well as licensed drivers.

. . .IN FATAL ACCIDENTS

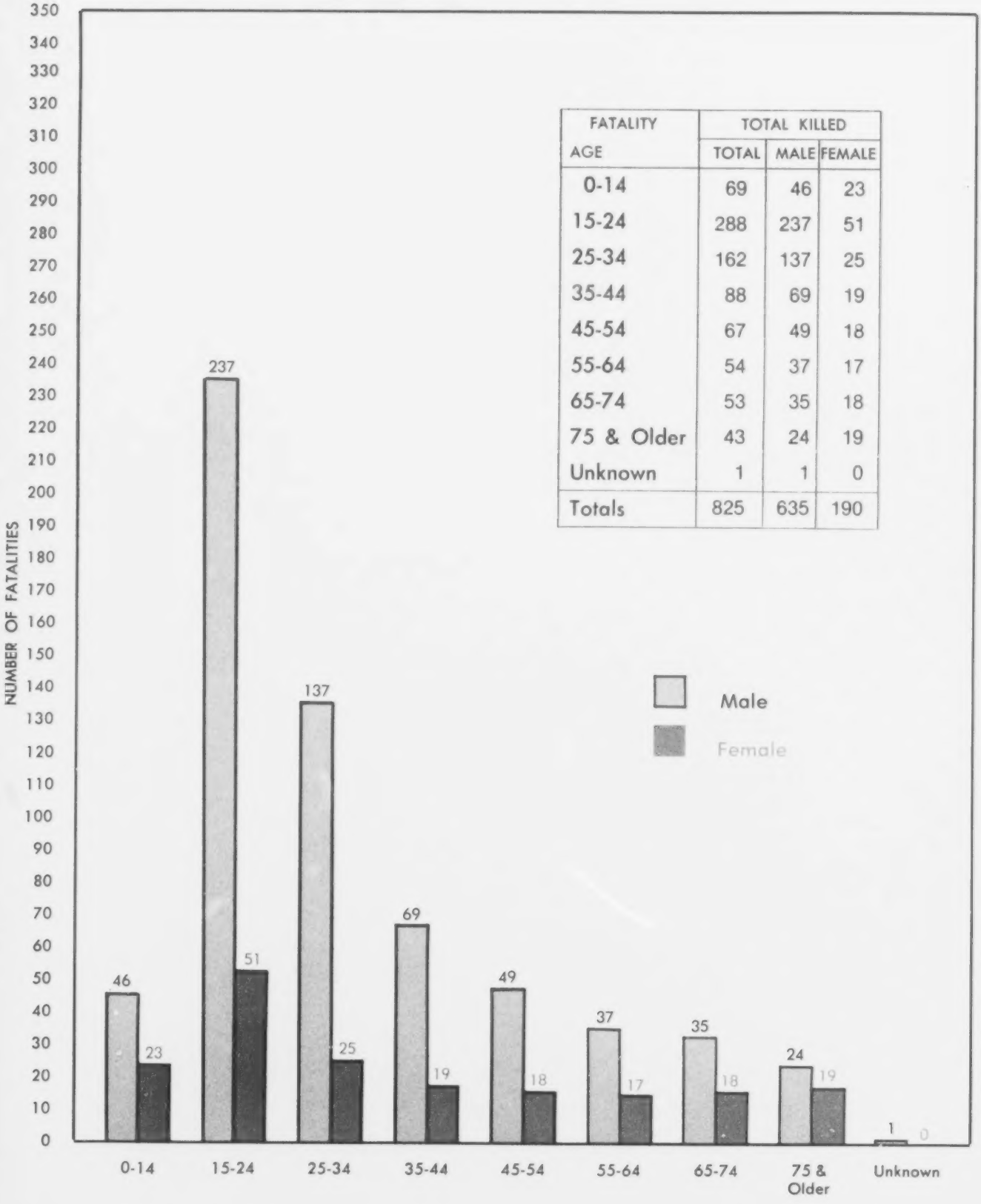


Of the 128,130 accidents reported during 1980, 0.6 percent resulted in fatalities.

*27 accident cases not stated. Cases shown include non-licensed as well as licensed drivers.

FATALITIES BY AGE AND SEX

FATALITY AGE	TOTAL KILLED		
	TOTAL	MALE	FEMALE
0-14	69	46	23
15-24	288	237	51
25-34	162	137	25
35-44	88	69	19
45-54	67	49	18
55-64	54	37	17
65-74	53	35	18
75 & Older	43	24	19
Unknown	1	1	0
Totals	825	635	190

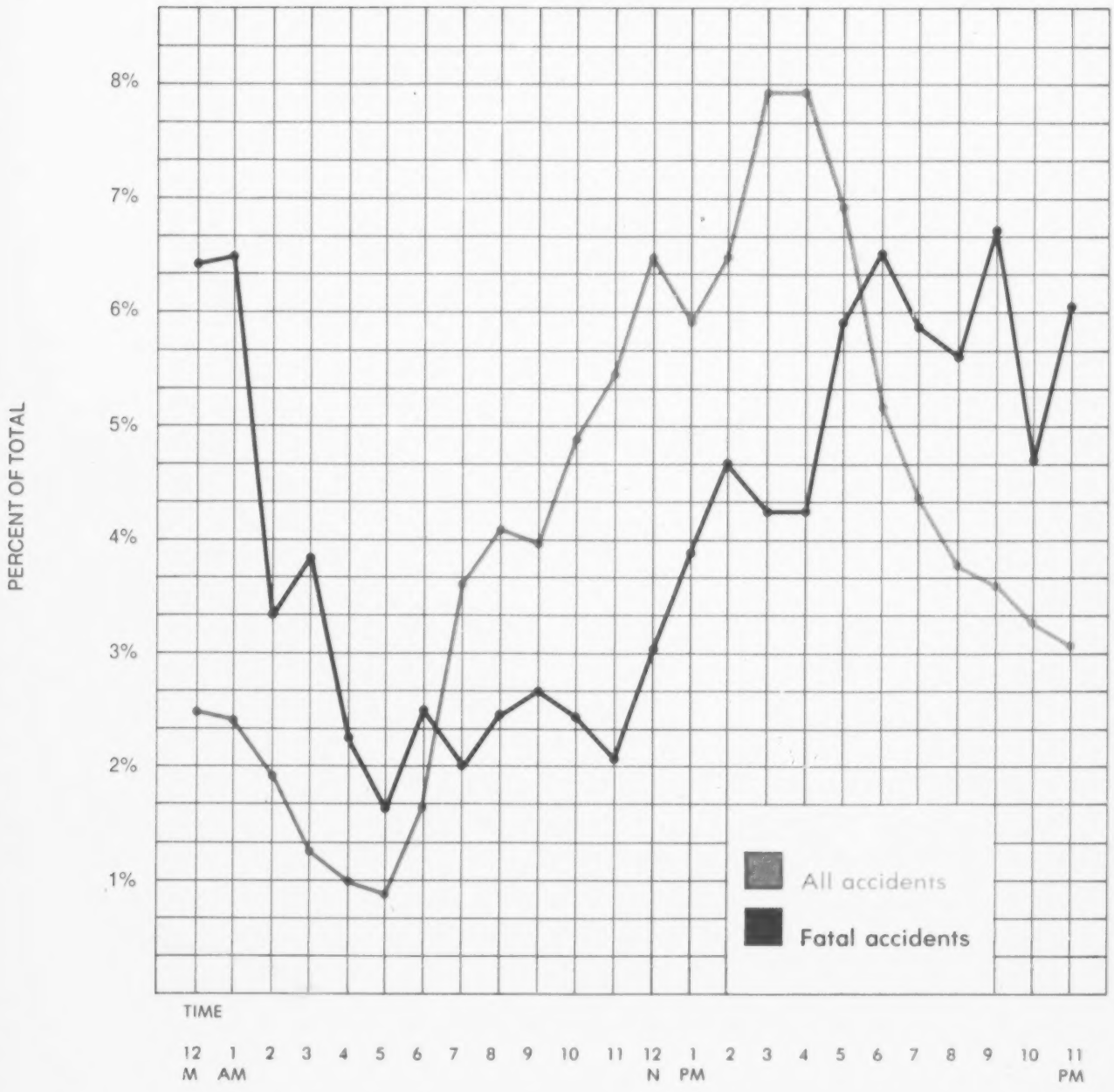


INJURY BY SEVERITY
AND
TYPE OF ACCIDENT

	TYPE INJURY		
TYPE OF ACCIDENT	INCAPACITATING INJURY	NON-INCAPACITATING INJURY	POSSIBLE INJURY
Non-Collision Overturning	315	561	285
Other Non-Collision	300	414	350
Collision With Pedestrian	568	538	477
Collision With MV In Transport	4,331	9,042	11,599
Collision With Parked MV	1	2	0
Collision With Railway Train	29	26	20
Collision With Pedacyclist	172	263	216
Collision With Animal	16	47	46
Collision With Fixed Object	2,823	4,752	2,887
Collision With Other Object	182	279	271
Total	8,737	15,924	16,151
% of all injuries	21%	39%	40%

Of the 128,130 accidents reported in 1980, 21 percent resulted in injuries.

ACCIDENTS BY . . .
. . . HOUR OF OCCURRENCE



The above figures indicate that the worst time to have been on the road in Kentucky during 1980 was between the hours of 6:00 p.m. and 1:00 a.m. Of the 750 fatal accidents reported during the year, 313 occurred within that time period. The safest time to have been on the road was between 2:00 a.m. and 6:00 a.m.

*1,951 of all accidents, and 5 fatal accidents not stated.

. . . DAY OF OCCURRENCE

DAY	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Sunday	13,241	10.3%	100	13.3%
Monday	17,776	13.9%	86	11.5%
Tuesday	17,163	13.4%	87	11.6%
Wednesday	17,795	13.9%	86	11.5%
Thursday	17,293	13.5%	115	15.3%
Friday	23,618	18.4%	134	17.9%
Saturday	21,244	16.6%	142	18.9%

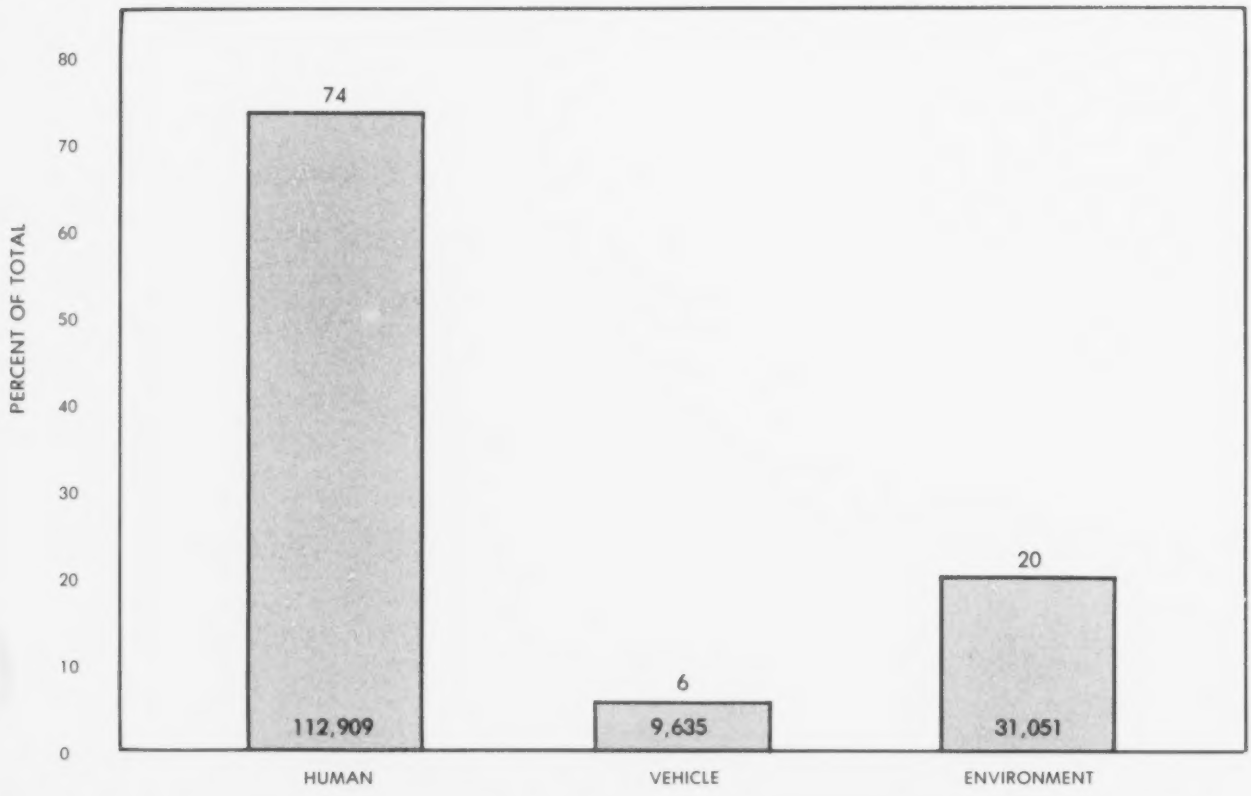
The three day period between Friday, Saturday, and Sunday was the most dangerous time of the week on Kentucky's highways during 1980, accounting for at least 50 percent of all fatal accidents reported. The total accident experience was not much better - about 45 percent.

. . . MONTH OF OCCURRENCE

	January	February	March	April	May	June
Percent of All Accidents	8.2%	8.6%	8.1%	7.8%	8.7%	8.0%
Percent of Fatal Accidents	6.1%	4.9%	6.3%	6.3%	8.4%	9.3%

	July	August	September	October	November	December
Percent of All Accidents	8.3%	8.6%	7.9%	8.9%	8.4%	8.5%
Percent of Fatal Accidents	12.1%	9.1%	9.2%	10.0%	8.8%	9.5%

CONTRIBUTING FACTORS



Note that the total number of contributing factors does not coincide with the 128,130 accidents reported. Contributing factors will vary from accident to accident for various reasons: (1) investigative techniques applied, (2) evidence visibly available, and (3) number of drivers and vehicles involved in the same accident.

SPEED AND ALCOHOL IN FATAL ACCIDENTS

	TOTAL FATALS	SPEED INVOLVED	PERCENT OF TOTAL	ALCOHOL* INVOLVED	PERCENT* OF TOTAL
1979	801	290	36%	203	25%
1980	750	295	39%	197	26%

*Alcohol involvement is based on officers' observations at the scene. Subsequent blood tests would show this figure to be much greater.

FATAL FACTS

The Typical Driver In A Fatal Traffic Accident Is:

- ★ 16-24 years old
- ★ Male
- ★ A local resident
- ★ Drinking
- ★ Speeding
- ★ Driving a passenger car
- ★ Operating on a dry, straight, and level road
- ★ A weekend driver (Friday, Saturday, and Sunday)

The Typical Victim In A Fatal Traffic Accident Is:

- ★ 16 -24 years old
- ★ Male
- ★ Killed in a head-on collision with another motor vehicle or in a collision with a fixed object.

Teenage Drivers:

- ★ 24% of all accidents involved teenage drivers.
- ★ 21% of all fatal accidents involved teenage drivers.
- ★ 9% of all accidents involving teenage drivers occurred between 3 p.m. and 4 p.m.
- ★ 11% of all fatal accidents involving teenage drivers occurred between 11 p.m. and 12 a.m.

Safety Equipment (Including seat belts, harnesses, helmets, and air bags):

- ★ Only 70 of the 825 persons killed in 1980 were using any type of safety equipment.
- ★ Although 44 persons were killed in motorcycle accidents, only 24 were wearing helmets.
- ★ Excluding helmet usage, 94.4% of the persons killed on Kentucky's highways in 1980 were using no safety equipment.

S T E P PROGRAMS

During calendar year 1980, seven Selected Traffic Enforcement Programs (STEP) were conducted in various jurisdictions in the Commonwealth. These programs were implemented by six local police agencies and the Kentucky State Police. The intent of the local programs was primarily to reduce accidents in selected high accident locations while the primary intent of the State Police program was to reduce the average speed of motorists in 55 M.P.H. zones. Officers working these programs were assigned solely to fulfilling program goals and in most instances were working overtime hours.

Although evaluations utilizing the scientific method were not used to determine the effectiveness/impact of each of the seven programs, administrative evaluations did confirm that, compared to preceding years, accidents were reduced in the selected high accident locations and the average speed of motorists in 55 M.P.H. zones was reduced. In the absence of the scientific method, it cannot be stated that the seven STEP programs were the sole or primary cause for these reductions; however, it can be stated that there is an apparent cause/effect relationship resulting from historical data that indicates that as the number of citations increase the number of violations decrease.

Agency	No. of Hrs. Worked	Total Accidents	Accidents Worked*	DWI Citations	Speed Citations
Ashland P.D.	2,996	1,338	768	17	906
Boone Co. P.D.	1,470	985	438	12	1,056
Covington P.D.	1,886	1,434	219	7	347
Jefferson Co. P.D.	9,781	5,646	805	32	868
Lexington P.D.	18,249	9,262	2,269	96	6,695
Louisville P.D.	14,500	15,161	1,114	46	6,232
State Police	44,533	**	**	644	28,376

*In the selected accident locations
**Not an objective of the program

1979 - 1980 ACCIDENT DATA

COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979
ADAIR	326	366	5	-	82	79	239	287	5	-	134	119
ALLEN	275	288	3	2	84	82	188	204	3	4	129	140
ANDERSON	379	426	3	5	82	97	294	324	4	5	128	139
BALLARD	224	230	3	2	68	77	153	151	3	2	102	130
BARREN	1153	1290	9	6	276	325	868	959	10	6	456	547
BATH	123	169	3	4	34	37	86	128	3	4	56	60
BELL	856	933	5	11	189	227	662	695	6	11	285	378
BOONE	2528	2847	9	11	539	605	1980	2231	9	12	807	944
BOURBON	691	783	4	8	169	208	518	567	4	8	266	323
BOYD	2373	2889	7	4	427	477	1939	2408	7	4	635	707
BOYLE	911	1119	6	5	152	187	753	927	7	7	223	287
BRACKEN	89	106	2	4	14	12	73	90	2	4	30	22
BREATHITT	312	364	2	8	110	132	200	224	2	10	196	230
BRECKINRIDGE	349	449	6	6	90	99	253	344	6	11	135	169
BULLITT	981	1143	8	10	289	329	684	804	10	11	463	539
BUTLER	197	226	4	7	60	72	133	147	4	10	82	133
CALDWELL	481	535	6	6	95	125	380	404	7	8	132	174
CALLOWAY	886	985	7	7	217	233	662	745	7	8	335	358
CAMPBELL	3819	4259	7	7	672	726	3140	3526	7	9	948	980
CARLISLE	101	120	2	4	31	35	68	81	4	4	49	52
CARROLL	444	522	4	8	86	118	354	396	5	9	153	191
CARTER	568	608	8	8	145	140	415	460	8	8	250	245
CASEY	139	223	6	3	43	56	90	164	6	3	74	113
CHRISTIAN	1949	2362	11	13	396	452	1542	1897	11	14	594	692
CLARK	1121	1349	6	4	236	252	879	1093	7	4	336	371
CLAY	438	482	5	5	103	103	330	374	5	5	171	195
CLINTON	133	153	1	2	43	48	89	103	1	2	65	87
CRITTENDEN	258	273	6	3	79	66	173	204	6	3	119	96
CUMBERLAND	102	135	3	-	24	24	75	111	3	-	37	30
DAVIESS	4067	4748	8	15	792	809	3267	3924	8	20	1149	1200
EDMONSON	213	200	4	3	66	62	143	135	4	5	106	113
ELLIOTT	132	144	1	2	33	40	98	102	1	2	50	62
ESTILL	287	333	2	2	56	66	229	265	2	3	93	98
*FAYETTE	11015	12602	44	28	2197	2328	8774	10246	51	30	3145	3286
FLEMING	288	300	5	3	67	72	216	225	5	4	104	104
FLOYD	1160	1263	10	10	313	333	837	920	14	10	559	522
FRANKLIN	1793	2010	6	4	305	365	1482	1641	6	4	436	535
FULTON	280	288	2	2	63	59	215	227	2	2	107	87
GALLATIN	201	218	1	2	64	64	136	152	1	3	104	102
GARRARD	271	351	4	6	66	98	201	247	4	7	103	149
GRANT	470	569	3	2	133	193	334	374	3	2	205	312
GRAVES	968	1198	9	5	214	283	745	910	9	5	330	467
GRAYSON	569	687	5	6	154	160	410	521	5	8	231	255
GREEN	256	264	2	2	42	62	212	200	2	2	70	89
GREENUP	864	1015	5	3	197	243	662	769	5	3	311	382
HANCOCK	154	141	2	1	42	31	110	109	2	1	58	45
HARDIN	2135	2602	11	8	521	605	1603	1989	14	8	817	940
HARLAN	1033	1060	10	10	289	222	734	828	10	12	464	391
HARRISON	400	489	1	2	68	89	331	398	1	2	97	118
HART	319	405	9	5	95	110	215	290	10	6	165	187
HENDERSON	2158	2381	9	20	443	505	1706	1856	11	21	678	797
HENRY	314	327	3	3	94	83	217	241	4	3	147	129
HICKMAN	125	160	2	2	41	47	82	111	2	2	52	66
*HOPKINS	1699	1948	13	8	418	430	1268	1510	15	8	605	670
JACKSON	182	192	4	5	38	43	140	144	4	7	61	63
*JEFFERSON	31049	36343	99	106	5453	5967	25497	30270	105	111	7743	8349
JESSAMINE	773	884	8	6	163	157	602	721	8	7	248	244
JOHNSON	698	747	9	9	161	159	528	579	10	11	255	304
*KENTON	6964	7833	22	14	1351	1463	5591	6356	23	17	1881	2100
KNOTT	315	329	1	7	112	104	202	218	1	7	195	189
KNOX	623	721	8	10	145	177	470	534	8	13	231	304
LARUE	273	332	1	7	65	78	207	247	1	8	97	126
LAUREL	1150	1301	11	12	270	276	869	1013	13	16	460	449
LAWRENCE	259	427	3	4	73	107	183	316	3	4	132	171

COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979	1980	1979
LEE	91	103	1	1	28	25	62	77	2	1	51	42
LESLIE	228	194	5	7	72	58	151	129	5	8	111	99
LETCHER	469	470	7	7	153	125	309	338	7	7	264	190
LEWIS	283	359	4	3	73	84	206	273	5	2	118	140
LINCOLN	369	402	4	3	97	85	268	314	4	3	181	148
LIVINGSTON	220	219	3	1	83	61	134	157	3	1	115	94
LOGAN	616	819	6	8	159	218	451	593	8	9	266	358
LYON	140	176	1	4	41	49	98	123	1	4	60	89
McCRACKEN	2698	3097	7	12	511	560	2180	2525	8	12	749	836
McCREARY	237	234	5	8	71	52	161	174	5	9	123	102
McLEAN	171	191	1	3	55	65	115	123	1	3	79	120
MADISON	2201	2426	11	6	409	438	1781	1982	12	8	604	631
MAGOFFIN	251	277	5	4	81	113	165	160	5	4	145	202
MARION	586	720	4	2	107	140	475	578	4	2	157	208
MARSHALL	611	797	7	5	184	205	420	587	8	5	299	343
MARTIN	148	167	1	6	39	39	108	122	1	8	65	63
MASON	950	1090	5	6	130	181	815	903	6	6	202	290
MEADE	490	596	4	12	160	174	326	410	4	14	251	354
MENIFEE	90	102	1	3	29	30	60	69	1	3	55	44
MERCER	574	661	4	2	111	122	459	537	4	2	169	173
METCALF	156	161	1	1	48	50	107	110	1	1	83	77
MONROE	223	294	8	7	43	57	172	230	8	7	65	92
MONTGOMERY	696	679	1	6	139	137	556	536	1	7	203	202
MORGAN	253	299	1	5	70	78	182	216	1	7	102	117
MUHLENBERG	926	1138	8	8	246	269	672	861	13	8	420	428
NELSON	845	917	10	6	206	212	629	699	13	7	322	305
NICHOLAS	43	79	2	1	9	20	32	58	2	1	17	39
OHIO	493	481	5	5	157	139	331	337	5	5	258	215
OLDHAM	565	657	9	6	179	183	377	468	11	7	237	266
OWEN	165	165	1	2	46	46	118	117	1	2	77	71
**OWSLEY	71	96	-	3	19	25	52	68	-	4	33	53
PENDLETON	237	244	3	2	62	63	172	179	4	4	99	97
PERRY	1063	1248	11	13	238	264	814	971	13	13	390	415
*PIKE	2207	2230	19	12	580	621	1608	1596	20	14	964	1025
POWELL	184	241	3	5	46	70	135	166	3	6	73	114
PULASKI	1235	1347	12	15	274	276	949	1056	14	15	434	447
**ROBERTSON	17	36	-	1	3	12	14	23	-	1	4	18
ROCKCASTLE	325	391	6	9	85	85	234	297	8	16	164	153
ROWAN	776	809	5	3	168	177	603	629	5	3	263	271
RUSSELL	225	213	3	4	71	53	151	156	5	6	101	90
SCOTT	783	900	6	6	176	194	601	706	8	9	273	304
SHELBY	795	931	8	9	202	224	585	698	9	10	324	364
SIMPSON	436	515	3	6	120	116	313	393	3	7	184	204
SPENCER	107	109	1	2	36	46	70	61	1	2	58	66
TAYLOR	645	643	4	7	122	119	519	517	5	8	177	205
TODD	188	253	4	7	53	73	131	173	4	8	90	119
TRIGG	291	358	3	5	69	83	219	270	3	5	115	155
TRIMBLE	103	112	1	-	30	44	72	68	1	-	49	70
UNION	553	612	5	5	125	157	423	450	6	5	197	229
*WARREN	3850	4509	15	16	795	828	3040	3665	15	20	1118	1302
WASHINGTON	252	299	3	2	50	57	199	240	3	2	93	90
WAYNE	377	418	2	3	60	74	315	341	3	4	104	138
WEBSTER	419	472	2	6	112	101	305	365	2	6	171	153
WHITLEY	818	916	4	6	188	168	626	742	4	6	308	279
**WOLFE	142	170	-	1	37	47	105	122	-	1	58	62
WOODFORD	580	753	7	6	132	142	441	605	7	7	211	212
TOTALS	128130	147247	750	801	27028	29447	100352	116999	825	905	40812	44829

*Counties reporting highest number of persons killed for 1980.
**Counties reporting no fatalities for 1980.

FIVE YEAR FATALITY COMPARISON BY COUNTY

County	Best Year(s)	Number Killed	Worst Year(s)	Number Killed
ADAIR	1979	0	1976	6
ALLEN	1980	3	1978	11
ANDERSON	1977	0	1979	5
BALLARD	1977	0	1980	3
BARREN	1979	6	1976	15
BATH	1978	0	1979	4
BELL	1980	6	1977	12
BOONE	1980	9	1978	20
BOURBON	1980	4	1978	11
BOYD	1977	6	1978	14
BOYLE	1978	5	1979, 80	7
BRACKEN	1976, 78	1	1977	7
BREATHITT	1980	2	1979	10
BRECKENRIDGE	1978	0	1977	13
BULLITT	1980	10	1977	20
BUTLER	1980	4	1979	10
CALDWELL	1978	1	1976, 79	8
CALLOWAY	1980	7	1976, 77, 78	10
CAMPBELL	1980	7	1976	13
CARLISLE	1978	2	1976, 77, 79, 80	4
CARROLL	1976	4	1979	9
CARTER	1977	4	1978, 79, 80	8
CASEY	1978	2	1980	6
CHRISTIAN	1980	11	1977	17
CLARK	1979	4	1977	13
CLAY	1976	3	1977	11
CLINTON	1977, 80	1	1978	3
CRITTENDEN	1976	1	1980	6
CUMBERLAND	1976, 79	0	1980	3
DAVIESS	1980	8	1978	22
EDMONSON	1978	3	1977	10
ELLIOTT	1978, 80	1	1977	6
ESTILL	1976	0	1978	5
FAYETTE	1978	27	1980	51
FLEMING	1977	2	1978	8
FLOYD	1979	10	1980	14
FRANKLIN	1976	1	1978	10
FULTON	1978	0	1979, 80	2
GALLATIN	1977, 80	1	1976, 78	5
GARRARD	1976	3	1977, 79	7
GRANT	1976, 79	2	1977	4
GRAVES	1976	3	1978	18
GRAYSON	1978	2	1976	13
GREEN	1976	1	1978	6
GREENUP	1979	3	1977, 78	6
HANCOCK	1977	0	1976	11
HARDIN	1979	8	1977	22
HARLAN	1980	10	1977	14
HARRISON	1980	1	1976	4
HART	1976	3	1980	10
HENDERSON	1978	7	1979	21
HENRY	1976	1	1978, 80	4
HICKMAN	1978	1	1977	3
HOPKINS	1978	7	1976	24
JACKSON	1977	1	1979	7
JEFFERSON	1978	94	1977	126
JESSAMINE	1979	7	1977	12
JOHNSON	1978	4	1976, 77	12
KENTON	1978	14	1980	23
KNOTT	1977, 80	1	1976, 78	9

FIVE YEAR FATALITY COMPARISON BY COUNTY

County	Best Year(s)	Number Killed	Worst Year(s)	Number Killed
KNOX	1976	3	1978	15
LARUE	1980	1	1979	8
LAUREL	1976, 78	11	1979	16
LAWRENCE	1978	2	1976	9
LEE	1976, 79	1	1977	9
LESLIE	1976	4	1978, 79	8
LETCHER	1977, 79, 80	7	1978	13
LEWIS	1976	1	1977	7
LINCOLN	1979	3	1977	16
LIVINGSTON	1976, 77, 79	1	1978, 80	3
LOGAN	1977	3	1979	9
LYON	1978	0	1979	4
McCRACKEN	1980	8	1976	19
McCREARY	1976	2	1979	9
McLEAN	1976, 78, 80	1	1977	5
MADISON	1979	8	1978	15
MAGOFFIN	1978, 79	4	1976	7
MARION	1979	2	1977	8
MARSHALL	1979	5	1977	10
MARTIN	1978	0	1979	8
MASON	1977, 78	5	1976	8
MEADE	1976, 78	5	1979	14
MENIFEE	1976	0	1977, 79	3
MERCER	1979	2	1976	7
METCALFE	1979, 80	1	1976, 77	4
MONROE	1976, 77, 78	5	1980	8
MONTGOMERY	1980	1	1979	7
MORGAN	1980	1	1979	7
MUHLENBERG	1978	6	1976	14
NELSON	1977	6	1980	13
NICHOLAS	1977	0	1976	5
OHIO	1976	4	1978	17
OLDHAM	1976	3	1980	11
OWEN	1978, 80	1	1977	5
OWSLEY	1980	0	1979	4
PENDLETON	1978	3	1976	5
PERRY	1976	6	1978	17
PIKE	1976, 77	10	1980	20
POWELL	1977	0	1979	6
PULASKI	1977	7	1978	17
ROBERTSON	1976, 77, 78, 80	0	1979	1
ROCKCASTLE	1978	3	1979	16
ROWAN	1977	2	1980	5
RUSSELL	1976	3	1979	6
SCOTT	1976	2	1979	9
SHELBY	1977	5	1976	13
SIMPSON	1977	2	1976, 79	7
SPENCER	1980	1	1978	4
TAYLOR	1976	3	1977, 79	8
TODD	1977	2	1979	8
TRIGG	1977	1	1976	12
TRIMBLE	1979	0	1977	5
UNION	1977, 79	5	1976	9
WARREN	1976	12	1978	36
WASHINGTON	1976, 77, 78, 79	2	1980	3
WAYNE	1978	2	1976, 77	5
WEBSTER	1980	2	1977	11
WHITLEY	1980	4	1976	14
WOLFE	1980	0	1978	13
WOODFORD	1978	3	1976	8

STATEWIDE FATALITIES BY YEAR

1947 - 1980

1947 - 576
1948 - 413
1949 - 573
1950 - 656
1951 - 740
1952 - 797
1953 - 861
1954 - 758
1955 - 862
1956 - 778
1957 - 814
1958 - 789
1959 - 750
1960 - 764
1961 - 717
1962 - 793
1963 - 837
1964 - 911
1965 - 916
1966 - 1,086
1967 - 1,028
1968 - 1,054
1969 - 1,085
1970 - 1,069
1971 - 1,023
1972 - 1,093
1973 - 1,117
1974 - 795
1975 - 882
1976 - 874
1977 - 958
1978 - 893
1979 - 905
1980 - 825

During the 34-year period represented here, 28,992 persons lost their lives on Kentucky's highways.

FATALITIES BY MAJOR HOLIDAY

HOLIDAY	1972	1973	1974	1975	1976	1977	1978	1979	1980
NEW YEAR'S total deaths	10(3)	9(4)	3(1)	10(4)	9(4)	20(3)	7(3)	7(3)	10(4)
MEMORIAL DAY total deaths	8(3)	14(3)	3(3)	13(3)	9(3)	9(3)	14(3)	10(3)	10(3)
FOURTH OF JULY total deaths	14(4)	5(1)	11(4)	19(3)	18(3)	18(3)	17(4)	5(1)	16(3)
LABOR DAY total deaths	16(4)	10(3)	5(3)	4(3)	6(4)	10(3)	10(3)	13(3)	6(3)
THANKSGIVING total deaths	13(4)	16(4)	7(4)	8(4)	11(4)	17(4)	15(4)	8(4)	11(4)
CHRISTMAS total deaths	8(3)	8(4)	7(1)	10(4)	7(3)	6(3)	11(3)	18(4)	12(4)

Figures in parenthesis show number of full days in each holiday period. Deaths are for these days plus the last six hours of the preceding day.

	DEATHS PER DAY		ACCIDENTS PER DAY	
HOLIDAY	1979	1980	1979	1980
NEW YEAR'S	2.33	2.50	466.66	315.75
MEMORIAL DAY	3.33	3.33	353.66	387.33
FOURTH OF JULY	5.00	5.33	406.00	396.00
LABOR DAY	4.33	2.00	372.33	366.66
THANKSGIVING	2.00	2.75	456.75	344.75
CHRISTMAS	4.50	3.00	474.75	273.75

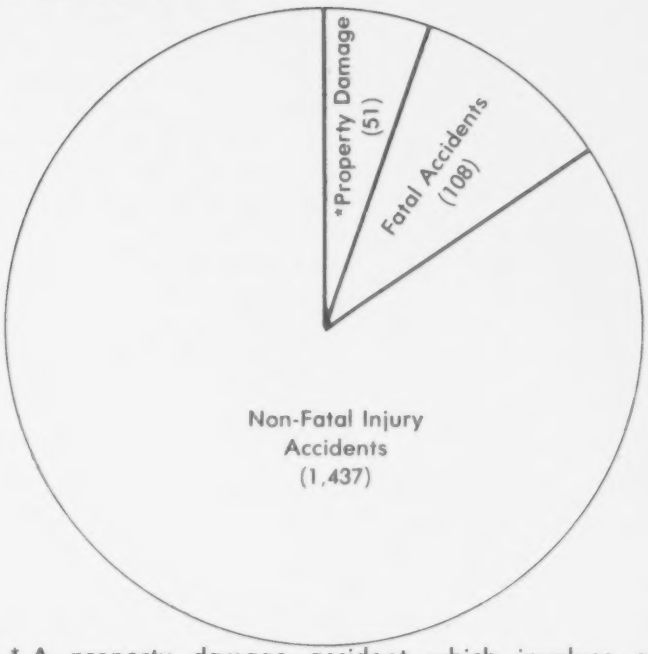
PEDESTRIAN ACCIDENTS . . .

. . . BY TYPE

In 1980 there were 1,596 accidents involving pedestrians. Of those, 108 (6.8%) were fatal accidents, killing 110 people. An additional 1,583 people were injured in accidents involving pedestrians.

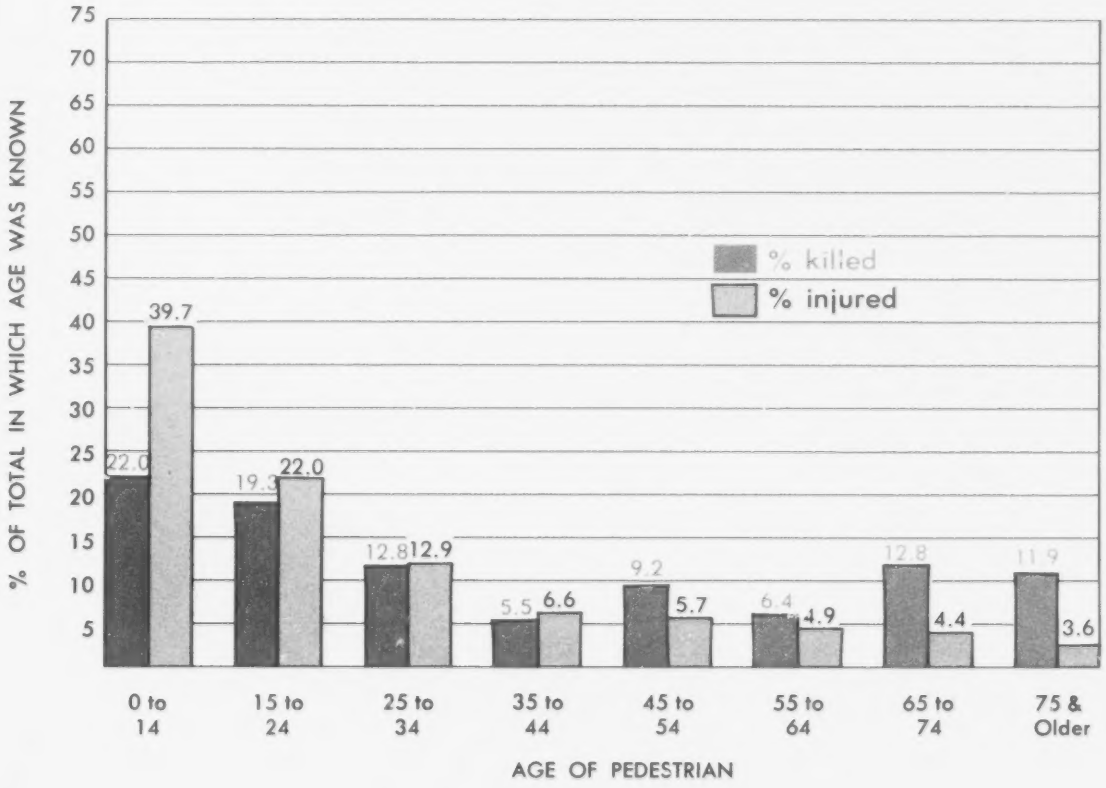
Profile of a Pedestrian Victim

The typical pedestrian victim is a child between the ages of 0-14 years old. 22% of the pedestrians killed and 40% of the pedestrians injured fell into this age group. 72% of those killed were male, and 64% of those injured were male. Most pedestrian accidents occurred on local streets (43%).



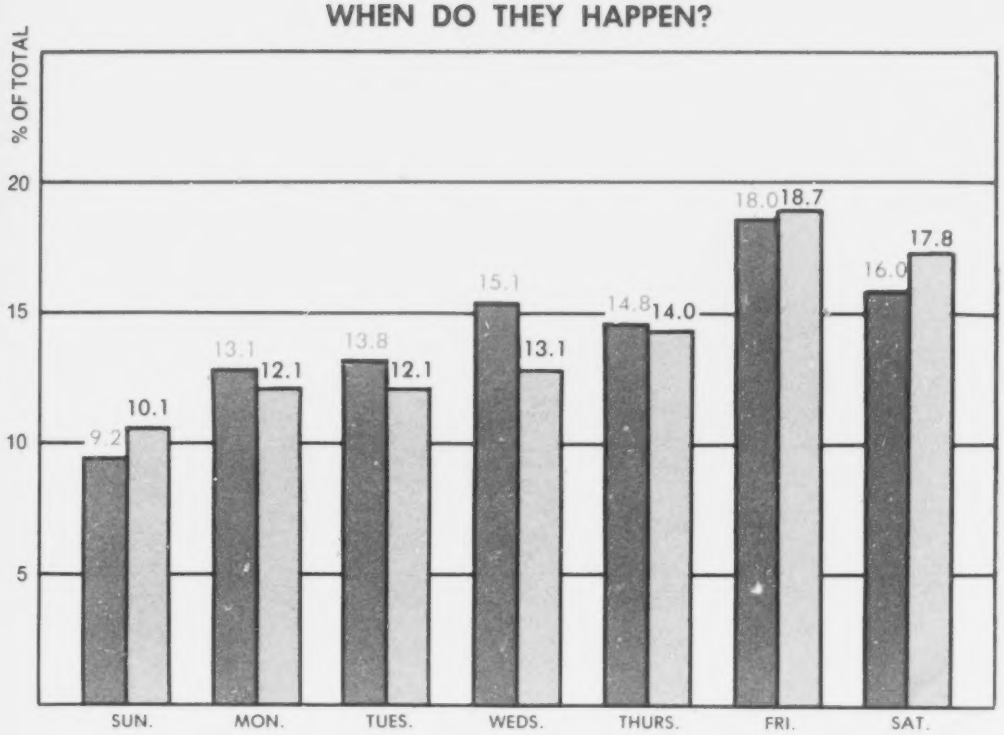
* A property damage accident which involves a pedestrian is one which results in property damage but the pedestrian is unharmed. Example: A car swerves off the road and hits a pedestrian (pedestrian is unharmed). The vehicle continues and collides with a telephone pole.

. . . BY AGE

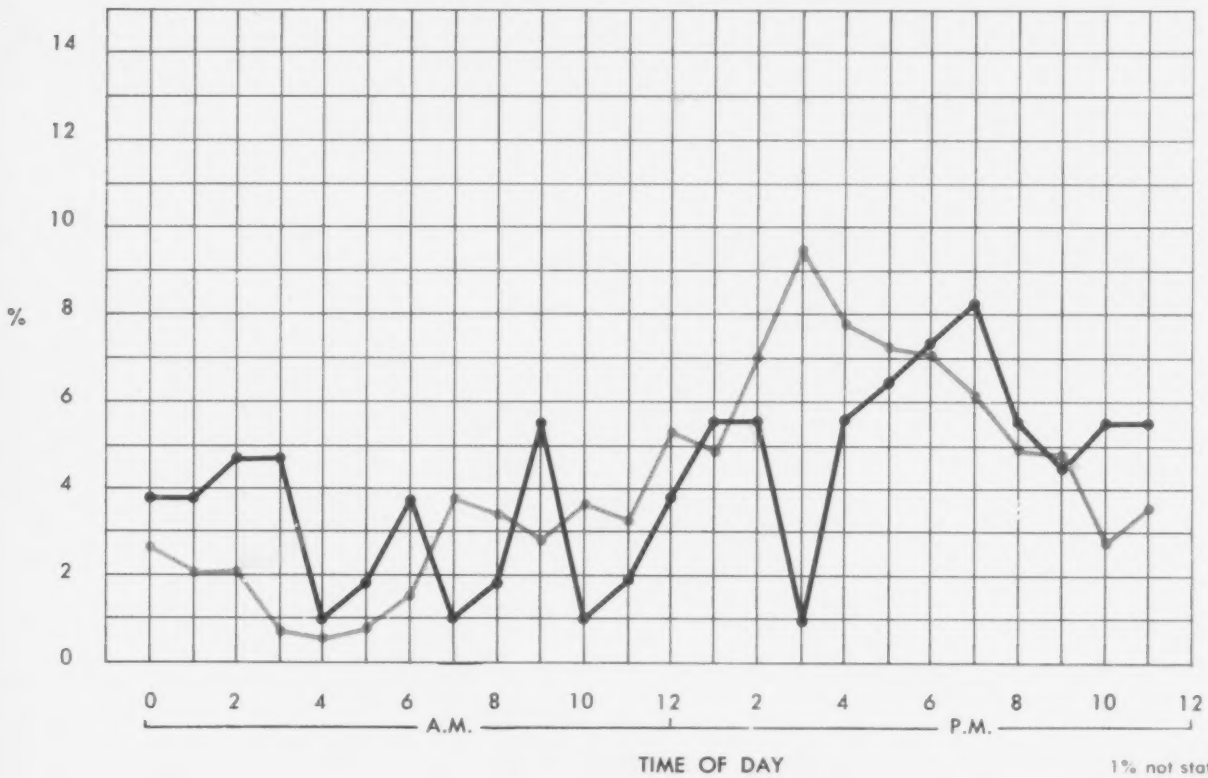


. . . BY DAY, TIME OF OCCURRENCE

WHEN DO THEY HAPPEN?



1. In 1980 more accidents and more fatal accidents involving pedestrians occurred on Fridays than on any other day.
2. There were fewer total accidents and fewer fatal accidents on Sundays.
3. The highest number of total accidents involving pedestrians occurred between the hours of 2:00 p.m. and 5:00 p.m.
4. The peak time for fatal pedestrian accidents was between 4:00 p.m. and 8:00 p.m.



1% not stated

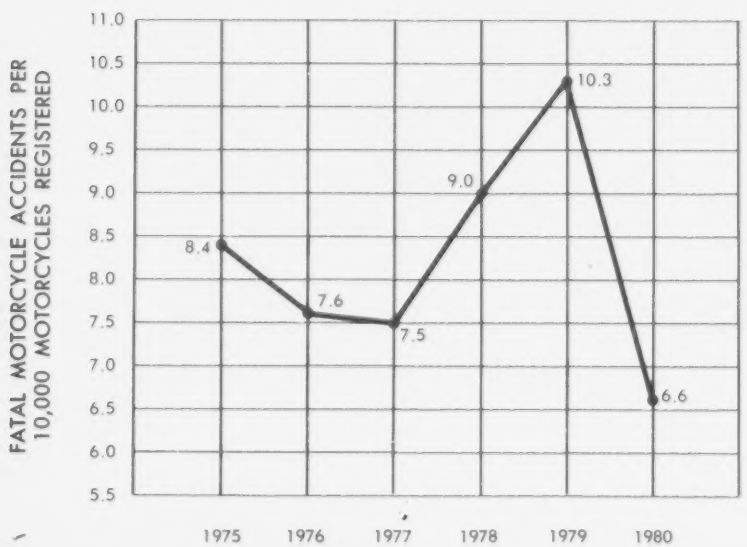
MOPED ACCIDENTS

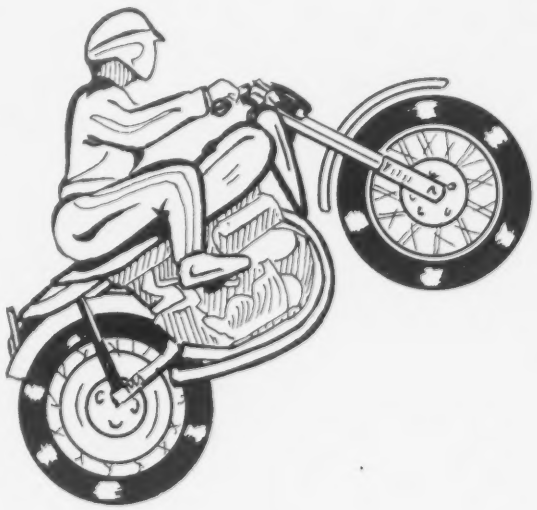
Mopeds, or motorized bicycles, are becoming more common as a means of transportation. Kentucky law classifies mopeds as motor vehicles. Mopeds are not required to be licensed or be insured. The operator is required to be licensed but not required to wear safety equipment. In 1980, there were 80 mopeds involved in accidents as compared to 69 mopeds involved in 1979. This represents an increase of 16%. Moped accidents have increased 321% since 1978, when only 19 mopeds were involved. There have been no moped fatalities in Kentucky. 70 persons were injured in 1980, an increase of 11%. 42 of these accidents (53%) occurred on local streets. There were 131 drivers in accidents involving mopeds. 92% of the drivers were local residents and 35% were under the age of 20. The three day period of Friday, Saturday, and Sunday accounted for 45% of the motor vehicle accidents involving mopeds.

MOTORCYCLE ACCIDENTS . . .
. . . BY TYPE

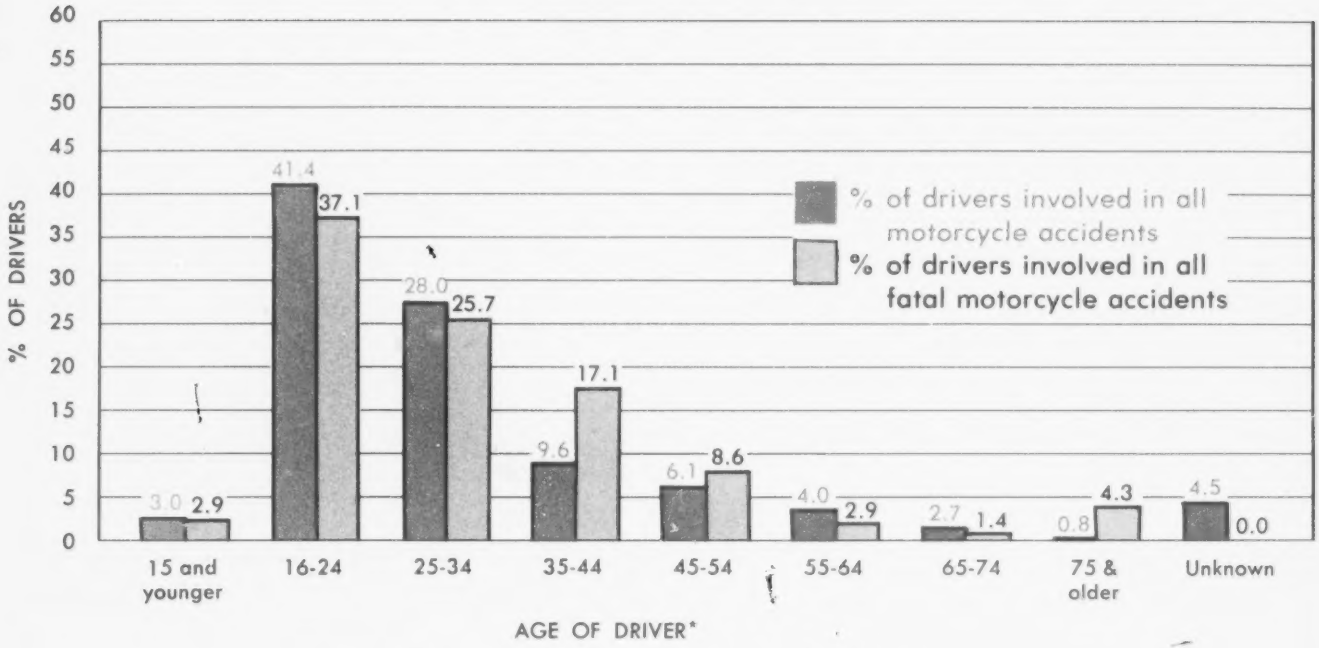
YEAR	MOTORCYCLE REGISTRATIONS	ACCIDENTS INVOLVING MOTORCYCLES					
		TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE	KILLED	INJURED
1977	61,329	1,838	46	1,347	445	47	1,663
1978	60,985	1,812	55	1,324	433	57	1,709
1979	61,949	1,846	64	1,322	460	65	1,648
1980	63,243	1,874	42	1,406	426	44	1,750

The graph below represents a ratio of fatal motorcycle accidents compared to motorcycle registrations over a six year period. In 1980, motorcycle registrations showed an increase of 2.1 percent over 1979. However, fatal motorcycle accidents decreased by 34 percent.



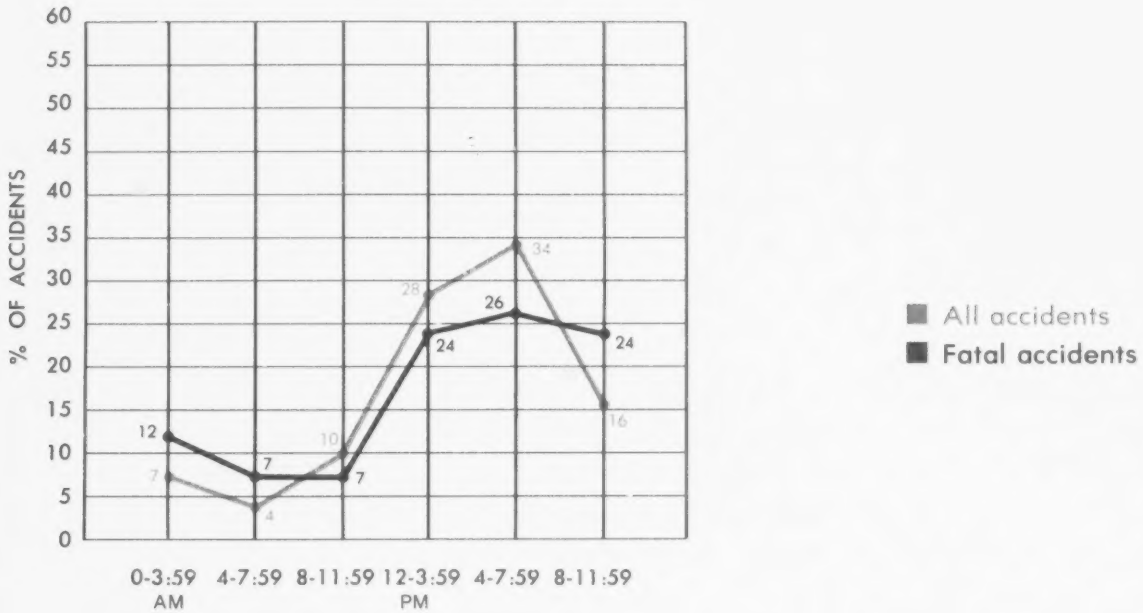


MOTORCYCLE ACCIDENTS . . .
. . . BY DRIVER AGE



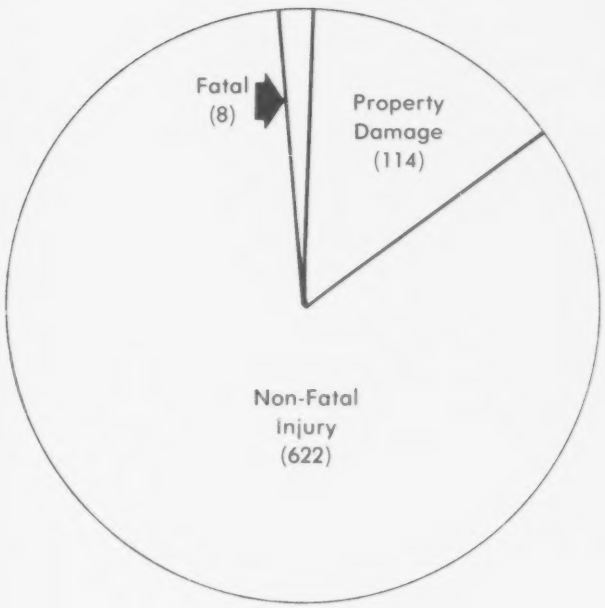
*Note that all age groups do not consist of an equal number of years.

. . . BY TIME OF DAY



*0.8% not stated.

ACCIDENTS INVOLVING BICYCLISTS . . .
. . . BY TYPE

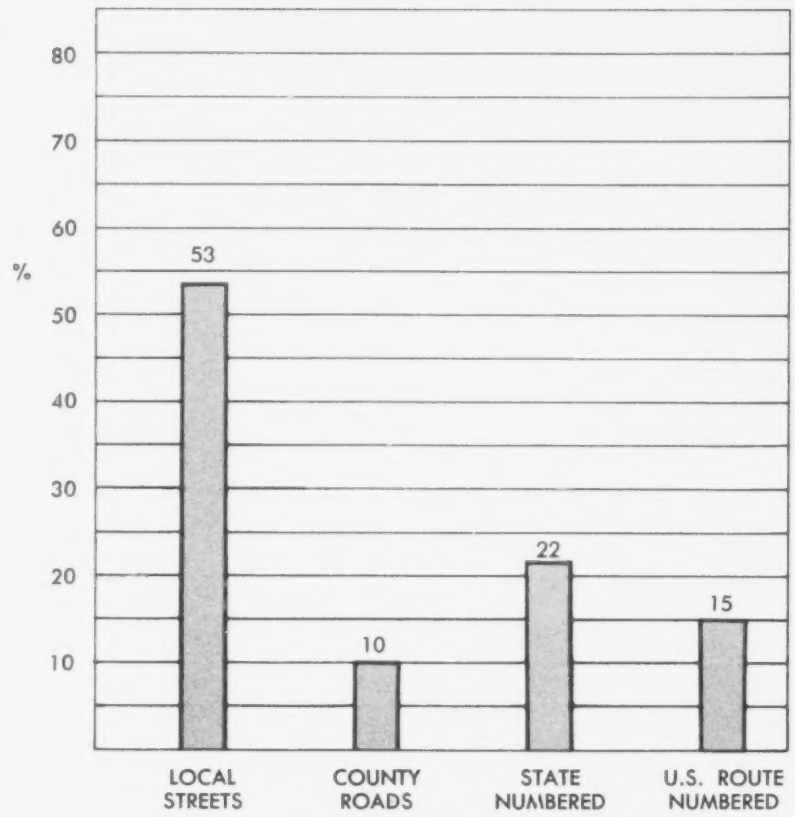


In 1980 there were 744 accidents involving bicyclists. Of these, 8 were fatal and 622 involved injuries.

. . . BY ROADWAY

Approximately 53 percent of these accidents occurred on local streets.

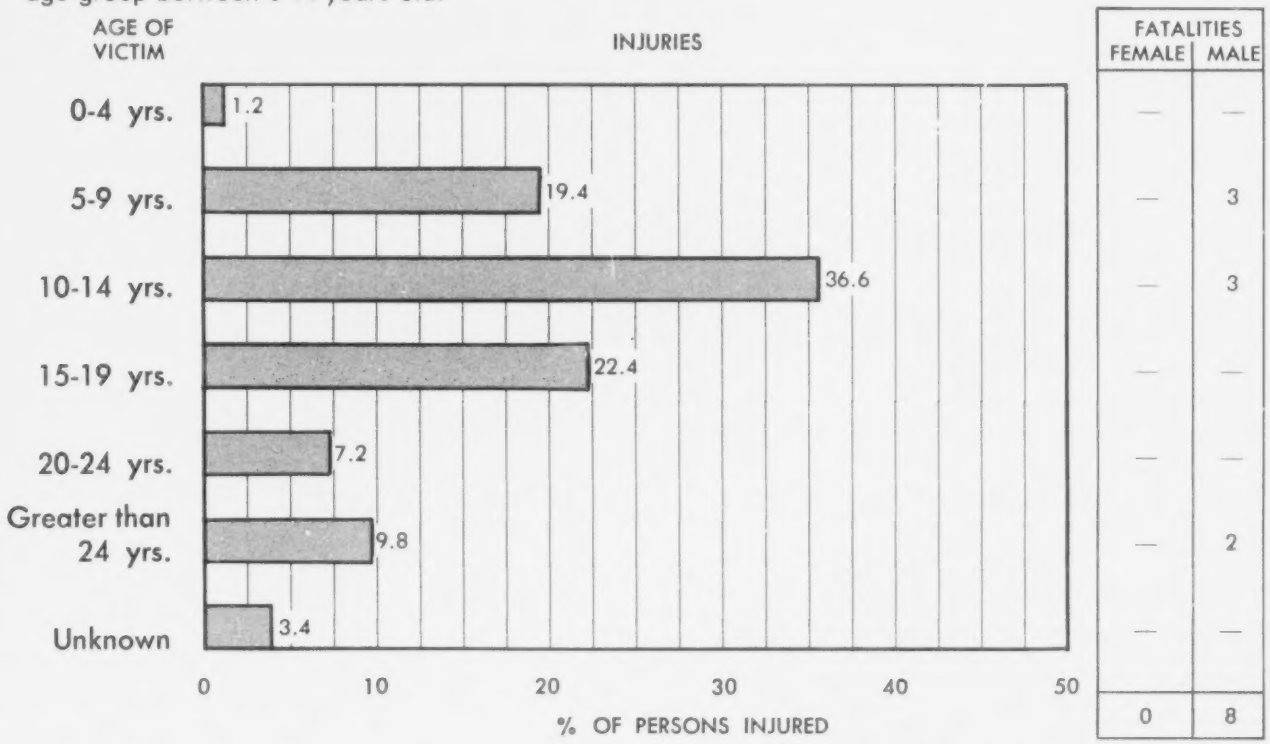
The fatal bicycle accidents were fairly evenly distributed, with 1 occurring on U.S. route numbered, 3 on other state numbered, 1 on county roads, and 3 on local streets.



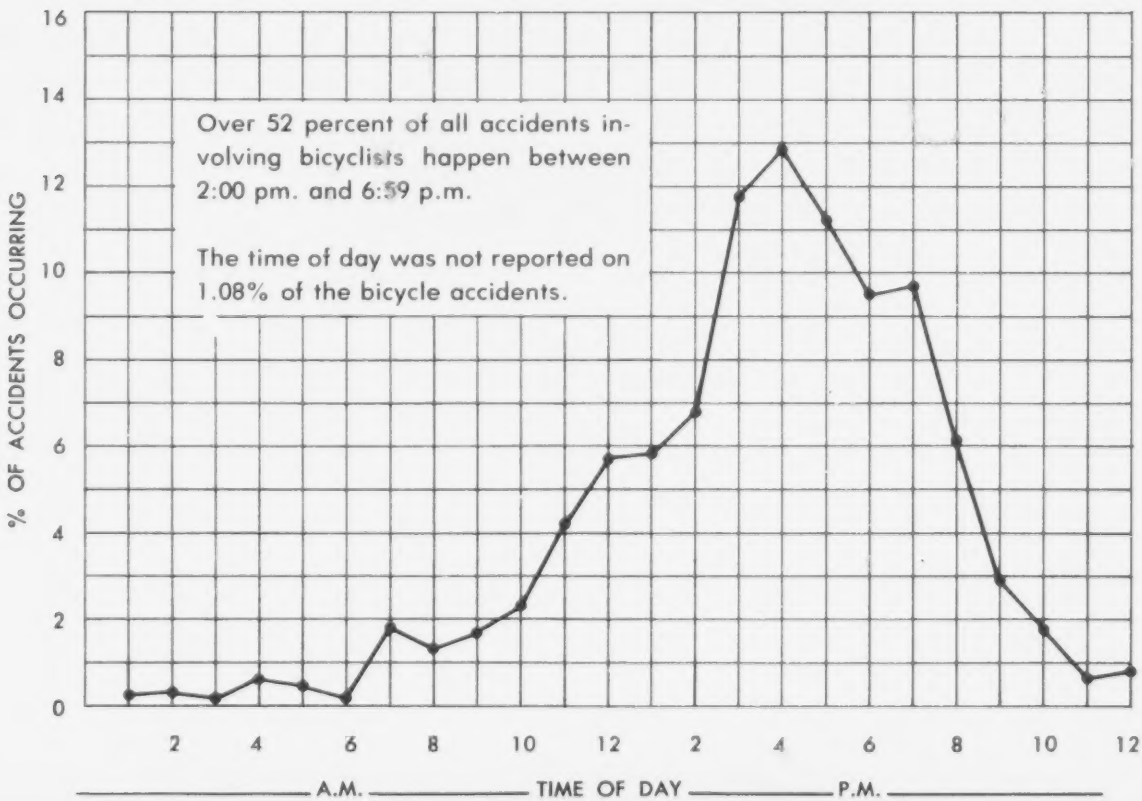
PERCENTAGE OF ACCIDENTS INVOLVING BICYCLISTS BY ROADWAY

. . .BY AGE

Over 57 percent of all motor vehicle injuries and 75 percent of the fatalities involving bicyclists occur in the age group between 0-14 years old.



. . . BY TIME OF OCCURRENCE



DEFINITIONS AND TERMS

1. The national MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS is used to insure that uniform definitions, classifications, and other federal requirements are in compliance. The manual is a standard guide for Traffic Records to use in the classification of data for compilation of statistics on accident experience.

2. For a report to qualify under the current program regulations, it must be classified as a MOTOR VEHICLE TRAFFIC ACCIDENT.

3. MOTOR VEHICLE TRAFFIC ACCIDENT is any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

4. ACCIDENT is an unintended event that produces injury or damage. The word "injury" includes "fatal injury."

5. MOTOR VEHICLE is any mechanically or electrically powered device, not operated on rails upon which or by which any person or property may be transported or drawn upon a highway. For purposes of classification, any object such as a trailer, coaster, sled or wagon being towed by a motor vehicle is considered a part of the motor vehicle, including such devices when detached while in motion, or set in motion by a motor vehicle, such as during pushing.

6. TRAFFICWAY is the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

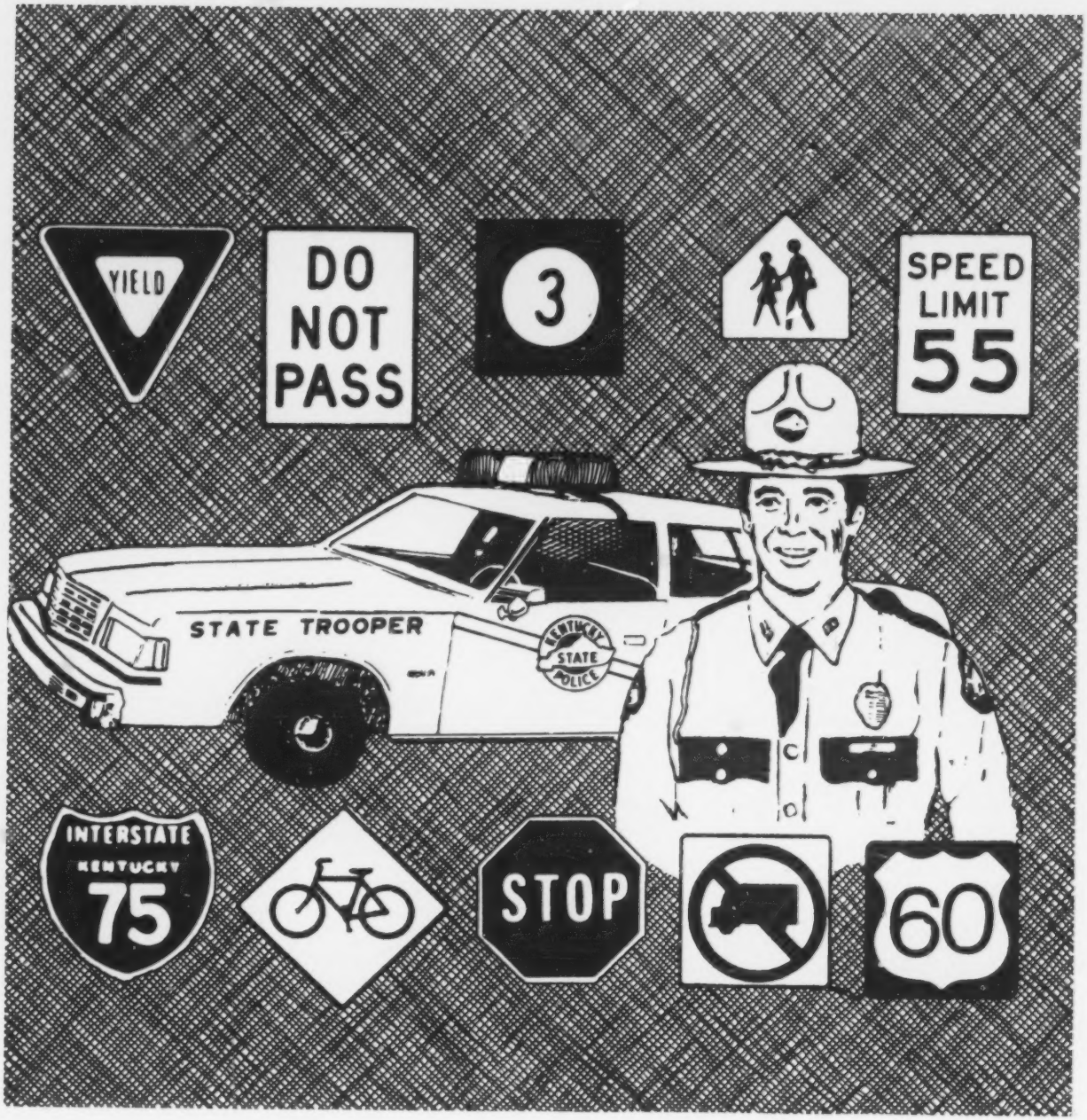
7. FATAL ACCIDENT is any motor vehicle accident that results in fatal injuries to one or more persons.

8. NONFATAL INJURY ACCIDENT or sometimes referred to as a Personal Injury Accident is any motor vehicle accident that results in injury, other than fatal, to one or more persons.

9. PROPERTY DAMAGE ACCIDENT is any motor vehicle accident which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

10. LEGAL REPORTING REQUIREMENTS: (1) Whenever anyone is injured and/or the motor vehicle involved is inoperable as a result of a motor vehicle accident, the police are to be notified so an investigation can be made at the scene. (2) Whenever an accident does property damage of $200.00 or more, or injury is involved and for some reason no police report is made, then the driver is required to file a written report with the Department.

NOTE: PERCENTAGE TOTALS IN THIS REPORT MAY NOT ALWAYS BE EQUAL TO 100% DUE TO ROUNDING OF FIGURES.



Kentucky 1981
TRAFFIC ACCIDENT FACTS

JOHN Y. BROWN, JR.
GOVERNOR

COMMONWEALTH
OF KENTUCKY

Office of the Governor

FRANKFORT, KENTUCKY 40601

My Fellow Kentuckians:

Patrick Henry once said he knew of no way to judge the future but by the past. As we look ahead to safety in the 1980's, we can only identify the present situation and review the past knowing that our actions will determine the future.

I encourage you to review this report and as you review it, remember that the voluntary compliance with traffic laws by all users of Kentucky's highways will produce fewer traffic accidents and result in fewer deaths and injuries to citizens of the Commonwealth.

Kentucky State Government is committed to providing improved roads and enforcement of the state's traffic laws and regulations, with the hope that these totally unnecessary and tragic losses due to traffic accidents will be decreased substantially.

Sincerely,

John Y. Brown, Jr.
Governor

COMMONWEALTH OF KENTUCKY

KENTUCKY STATE POLICE

FRANKFORT 40601

OFFICE OF THE COMMISSIONER

To The Honorable John Y. Brown, Jr., Governor of the Commonwealth of Kentucky, and the Citizens of Kentucky:

"Kentucky Traffic Accident Facts" is an annual publication of the Kentucky State Police. Statutory provisions contained in KRS 189.635 designate the State Police with the responsibility for maintaining a reporting system for all vehicle accidents occurring in the Commonwealth of Kentucky.

This publication contains various types of empirical data relating to fatalities, injuries, and property damage accidents. The information was compiled from 125,116 uniform accident reports that occurred within the Commonwealth during the calendar year 1981.

The analysis of this accident information assists in the on-going quest to accomplish the goal of reducing traffic accidents by enabling us to identify important trends and causative factors, establish and measure the effects of safety programs, and support the initiation of new regulations and/or modify existing regulations.

We wish to acknowledge and express our appreciation to all the state, county and local law enforcement agencies and highway safety agencies for their assistance in the collection of the data that made this report possible.

Sincerely,

Marion D. Campbell

Marion D. Campbell
Commissioner

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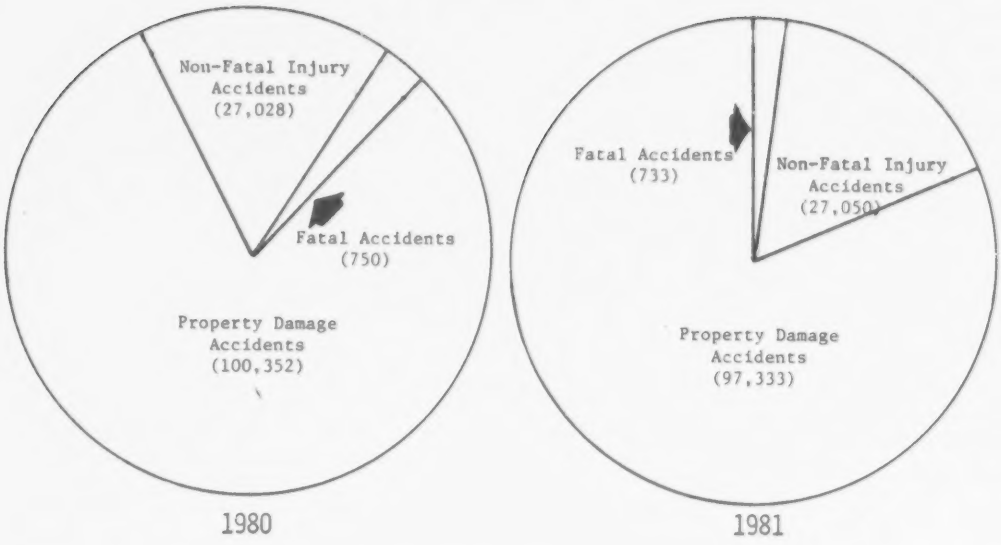
1980 - 1981 TRAFFIC ACCIDENTS AT A GLANCE

TOTAL. . .	1980	1981
Miles Travelled	26,633,275,569	25,194,125,000
Licensed Drivers	2,114,521	2,327,264
Accidents Reported	128,130	125,116
Fatal	750	733
Non-Fatal Injury	27,028	27,050
Property Damage	100,352	97,333
Economic Loss (Estimated)*	$483,510,000	$472,313,000
Accident Severity Rate**	1-36-134	1-37-133
Persons Injured	40,812	40,688
Persons Killed	825	830
per fatal accident	1.10	1.13
per 100 million miles travelled	3.1	3.3
per 100 thousand population	22.5	23.1
per 100 thousand licensed drivers	39.0	36.1

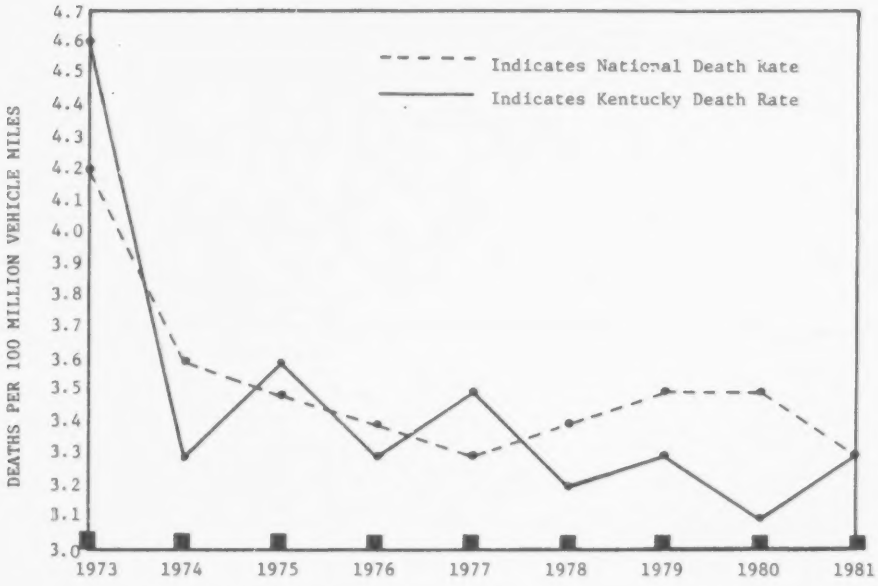
*The calculable costs of motor vehicle accidents are wage loss, medical expense, insurance administration cost, and property damage. Estimates are based on information from the National Safety Council.

**Severity rate is ratio of non-fatal and property damage accidents to fatal accidents.

ACCIDENTS BY TYPE

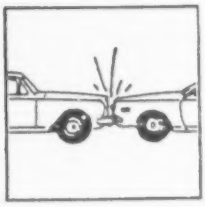


DEATH RATES 1973 - 1981



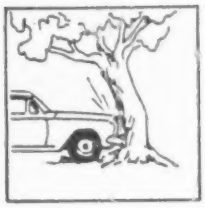
ACCIDENTS BY TYPE

Total Accidents	125,116
Total Fatal Accidents	733
Total Persons Killed	830



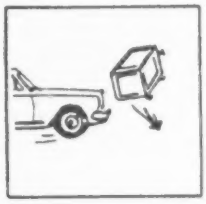
COLLISION WITH OTHER MOTOR VEHICLE

97,204 accidents	77.7%
372 persons killed	44.8%



COLLISION WITH FIXED OBJECT

17,832 accidents	14.2%
276 persons killed	33.2%



COLLISION WITH OTHER OBJECT

2,601 accidents	2.1%
17 persons killed	2.0%

OTHER NON-COLLISION

2,308 accidents	1.8%
30 persons killed	3.6%

IN ORDER OF FREQUENCY

COLLISION WITH

PEDESTRIAN

1,615 accidents 1.3%

96 persons killed. 11.6%

NON-COLLISION,

OVERTURNING.

1,284 accidents 1.0%

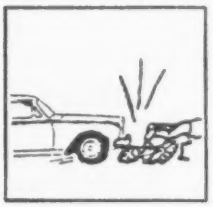
28 persons killed. 3.4%

COLLISION WITH

ANIMAL

1,236 accidents 1.0%

0 persons killed. 0.0%



COLLISION WITH

PEDACYCLIST

781 accidents 0.6%

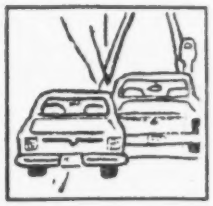
4 persons killed. 0.5%

COLLISION WITH

RAILWAY TRAIN

187 accidents 0.2%

7 persons killed. 0.8%



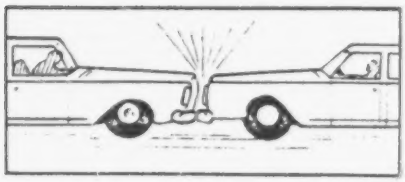
COLLISION WITH

PARKED MOTOR VEHICLE

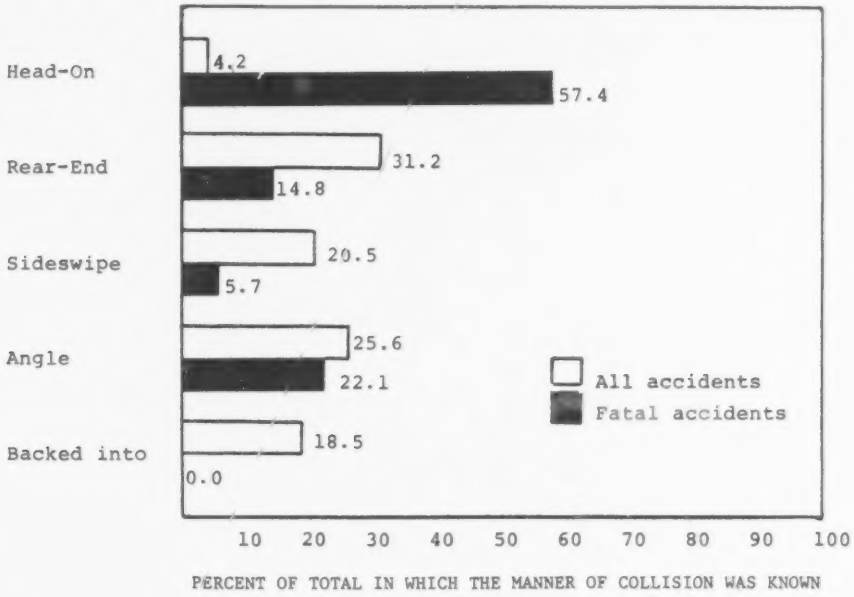
68 accidents 0.1%

0 persons killed. 0.0%

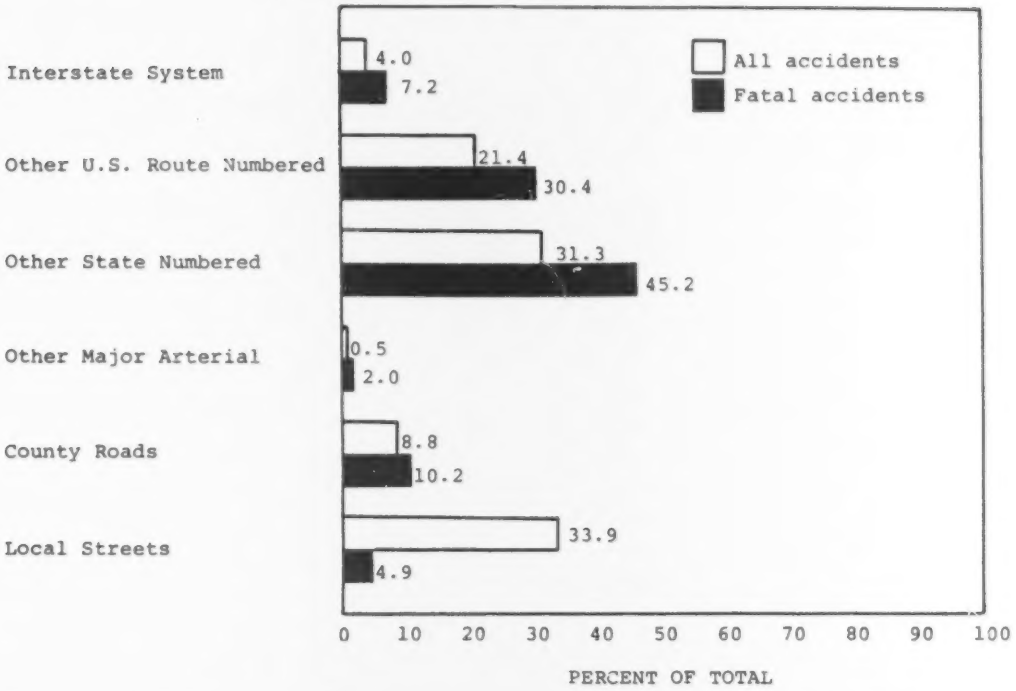
THE TWO-VEHICLE COLLISION



Of the 125,116 accidents reported in 1981, 78 percent involved one vehicle colliding with another. Head-on collisions were the deadliest, accounting for 57.4 percent of all fatal accidents reported.



ACCIDENTS BY CLASS OF TRAFFICWAY



INTERSTATE SYSTEM is any trafficway within the national system for interstate and defense trafficways.

OTHER U.S. ROUTE NUMBERED is any trafficway within the U.S. trafficway system, excluding interstate and other limited access trafficways.

OTHER STATE ROUTE NUMBERED is any trafficway within the state trafficway system, excluding other limited access trafficways.

OTHER MAJOR ARTERIAL is any trafficway, usually city streets and county highways, for which cross traffic is required to stop.

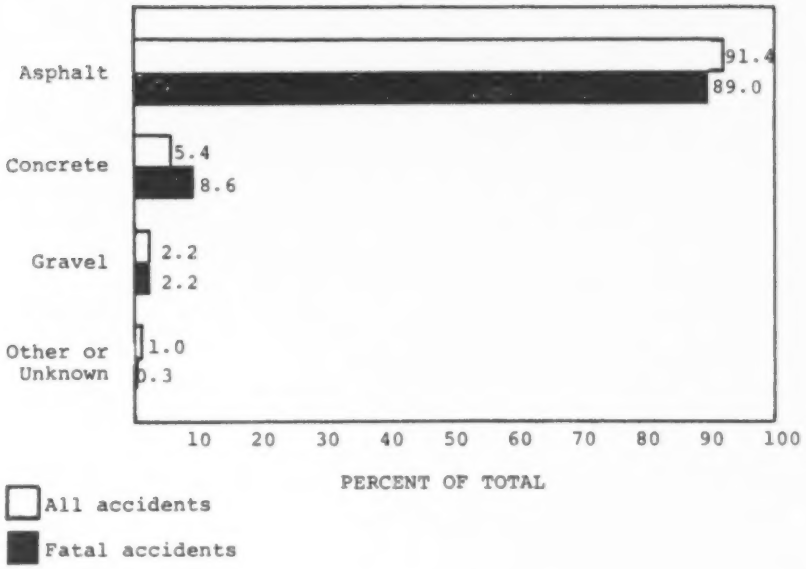
COUNTY ROAD is any trafficway within a county trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, state route numbered, or other major arterial system.

LOCAL STREET is any trafficway within a city trafficway system that does not fall within the interstate, other limited access, U.S. route numbered, stated route numbered, or other major arterial system.

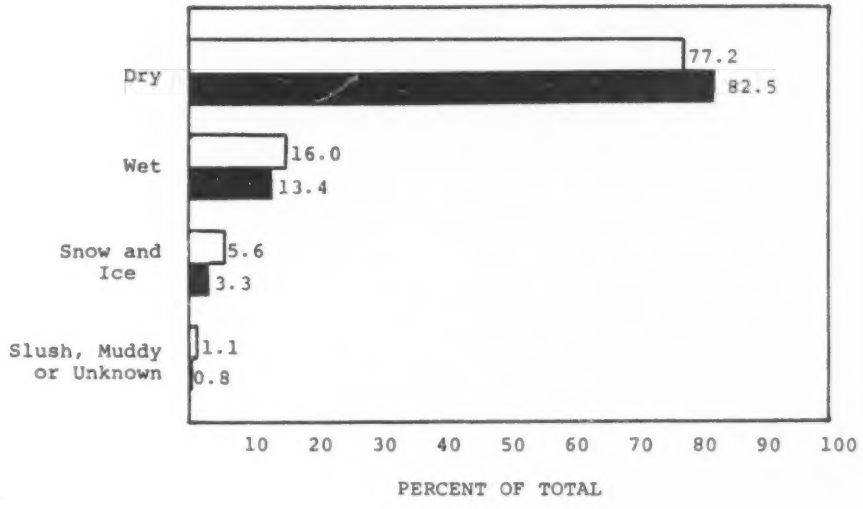
(DEFINITIONS PUBLISHED BY NATIONAL SAFETY COUNCIL)

ACCIDENTS BY . . .

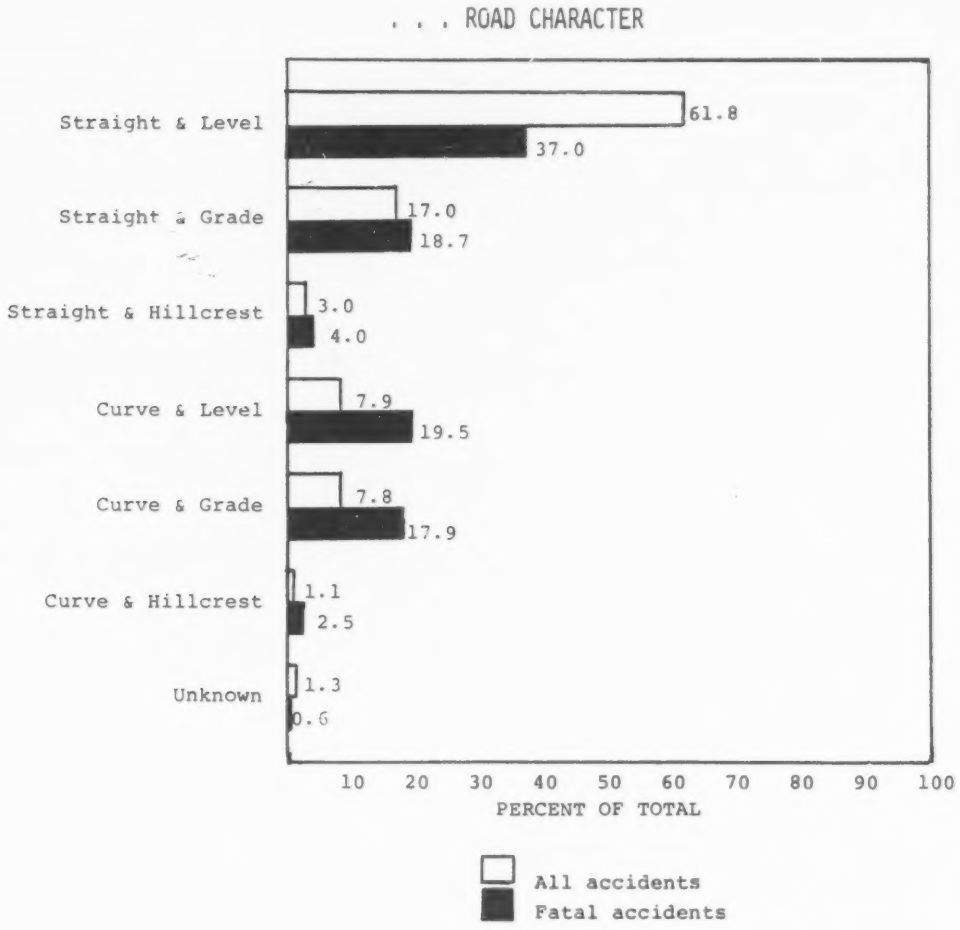
. . . ROADWAY SURFACE



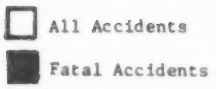
. . . ROADWAY CONDITION



Contrary to popular belief, most accidents can not be blamed on bad roads or poor weather. Of the total accidents reported during 1981, most occurred on dry, well-surfaced roads and along straight, level stretches where a careful, law-abiding driver, attentive to traffic around him, and in full control of his own vehicle, should have no difficulties at all. The same general statement also holds true for fatal accidents.



VEHICLE INVOLVEMENT



CLASSIFICATION	TOTAL ACCIDENTS	PERCENT OF TOTAL
Passenger Car	201,140	87.8
	868	79.8
Truck or Truck-tractor	10,201	4.4
	60	5.5
Truck-tractor & Semi	4,367	0.1
	75	6.9
Farm Tractor and/or Equipment	242	0.1
	6	0.6
Bus (Except School Bus)	551	0.2
	3	0.3
School Bus	726	0.3
	3	0.3
Motorcycle (And other two wheeled motor vehicles)	1,824	0.8
	57	5.2
Other Motor Vehicle	1,269	0.6
	8	0.7
Type Unknown	8,810	3.8
	7	0.6

A total of 229,130 vehicles were involved in accidents in Kentucky in 1981. This figure includes 1,087 vehicles which were involved in fatal accidents. Note on the graph that the percentage of motorcycles and trucks involved in fatal accidents is somewhat higher than the percentage of all accidents in the same category.

ACCIDENT LOCATIONS

AREA	NUMBER OF ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL	INJURY ACCIDENTS	PERCENT OF TOTAL
Rural	33,395	26.7%	524	71.5%	11,699	43.2%
Urban	91,721	73.3%	209	28.5%	15,351	56.8%
Total	125,116	100.0%	733	100.0%	27,050	100.0%

DRIVER INVOLVEMENT . . .

. . . BY RESIDENCE

RESIDENCE OF DRIVER	NUMBER INVOLVED IN ACCIDENTS	% OF TOTAL	NUMBER INVOLVED IN FATAL ACCIDENTS	% OF TOTAL
Local Resident	169,831	83.6%	855	81.0%
Residing elsewhere in state	6,538	3.2%	47	4.5%
Non-Resident	15,009	7.4%	142	13.5%
Unknown	11,689	5.8%	11	1.0%
Total	203,067	100.0%	1,055	100.0%

. . . BY SEX

TOTAL ACCIDENTS*

SEX	# IN ACCIDENTS	% IN ACCIDENTS
Male	127,103	66.9%
Female	62,933	33.1%
Total	190,036	100.0%

*12,920 cases not stated.

FATAL ACCIDENTS*

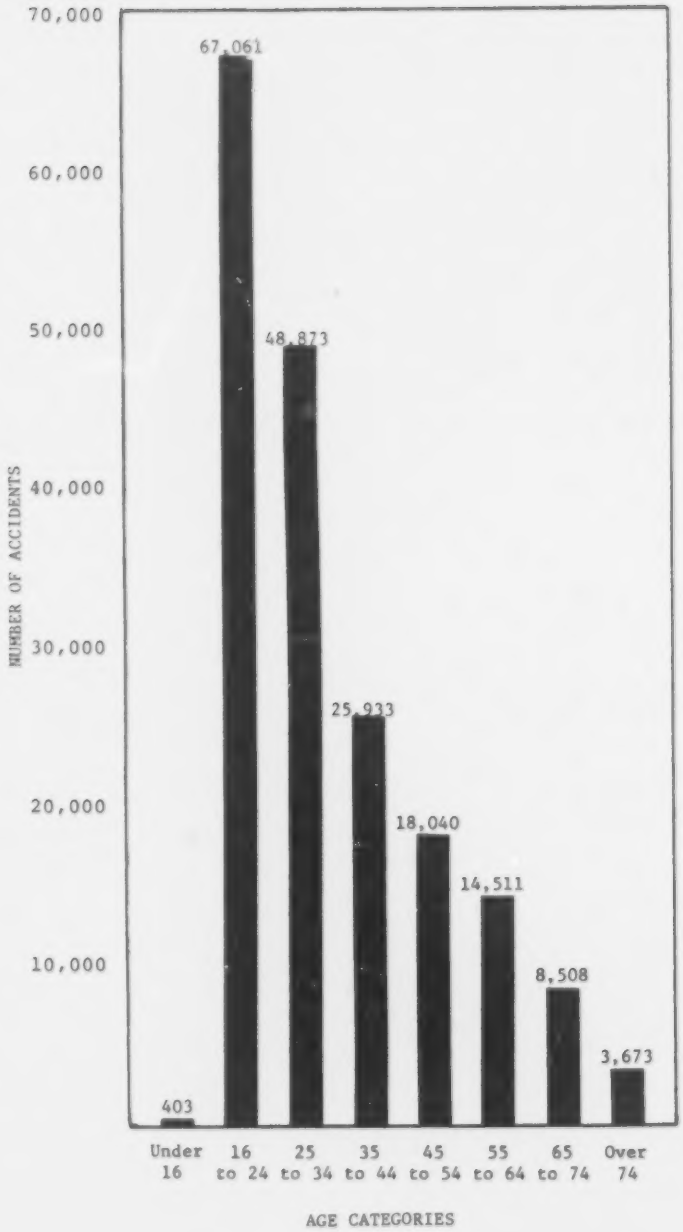
SEX	# IN FATAL ACCIDENTS	% IN FATAL ACCIDENTS
Male	855	82.2%
Female	185	17.8%
Total	1,040	100.0%

*15 cases not stated.

DRIVER INVOLVEMENT

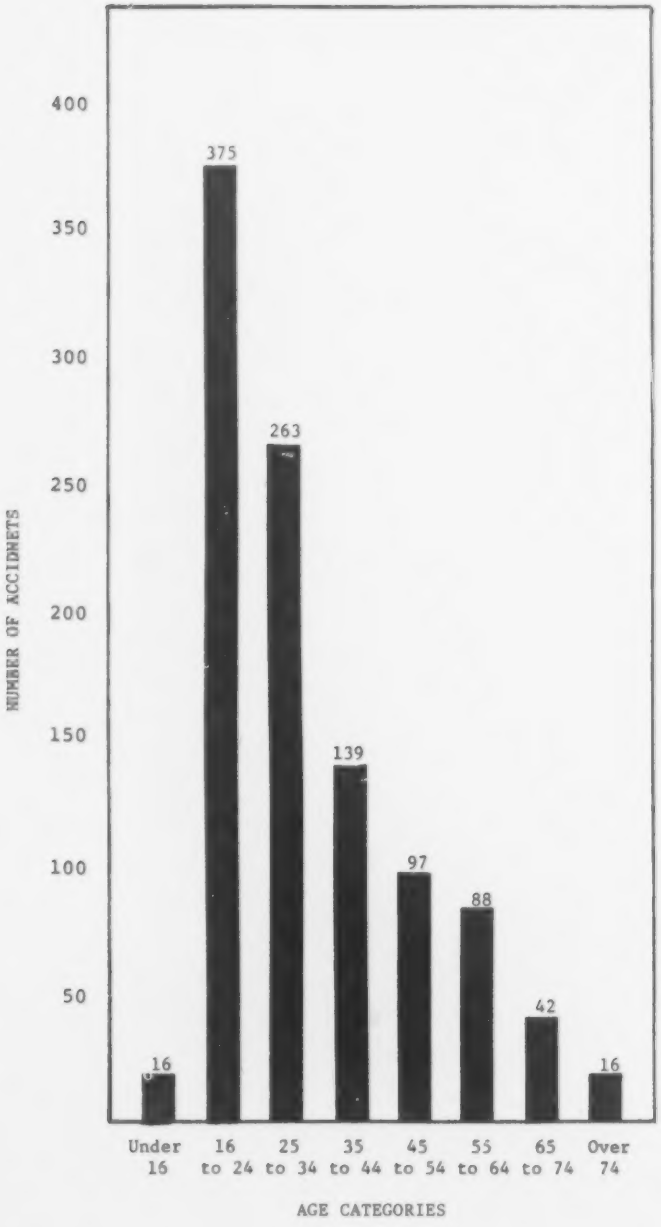
BY AGE . . .

. . . IN ALL ACCIDENTS



*15,954 accident cases not stated. Cases shown include non-licensed as well as licensed drivers.

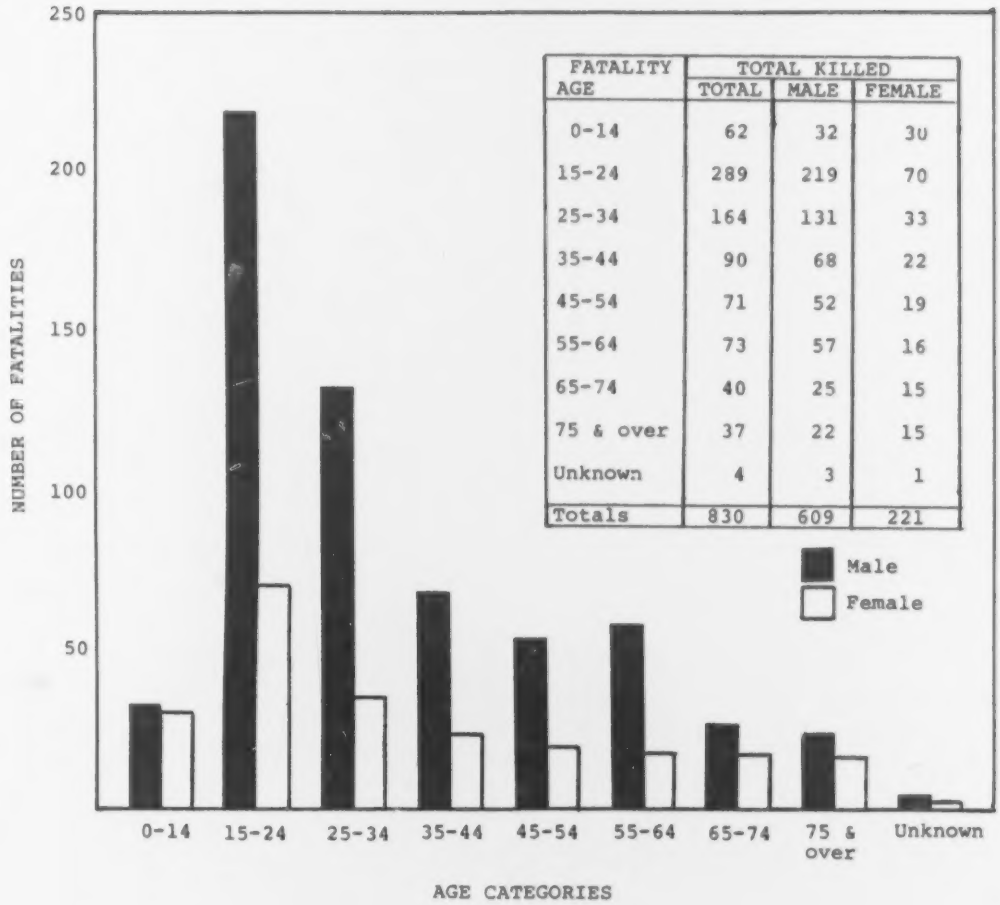
. . . IN FATAL ACCIDENTS



Of the 125,116 accidents reported during 1981, 0.6 percent resulted in fatalities.

*19 accident cases not stated. Cases shown include non-licensed as well as licensed drivers.

FATALITIES BY AGE AND SEX



FATALITY AGE	TOTAL KILLED		
	TOTAL	MALE	FEMALE
0-14	62	32	30
15-24	289	219	70
25-34	164	131	33
35-44	90	68	22
45-54	71	52	19
55-64	73	57	16
65-74	40	25	15
75 & over	37	22	15
Unknown	4	3	1
Totals	830	609	221

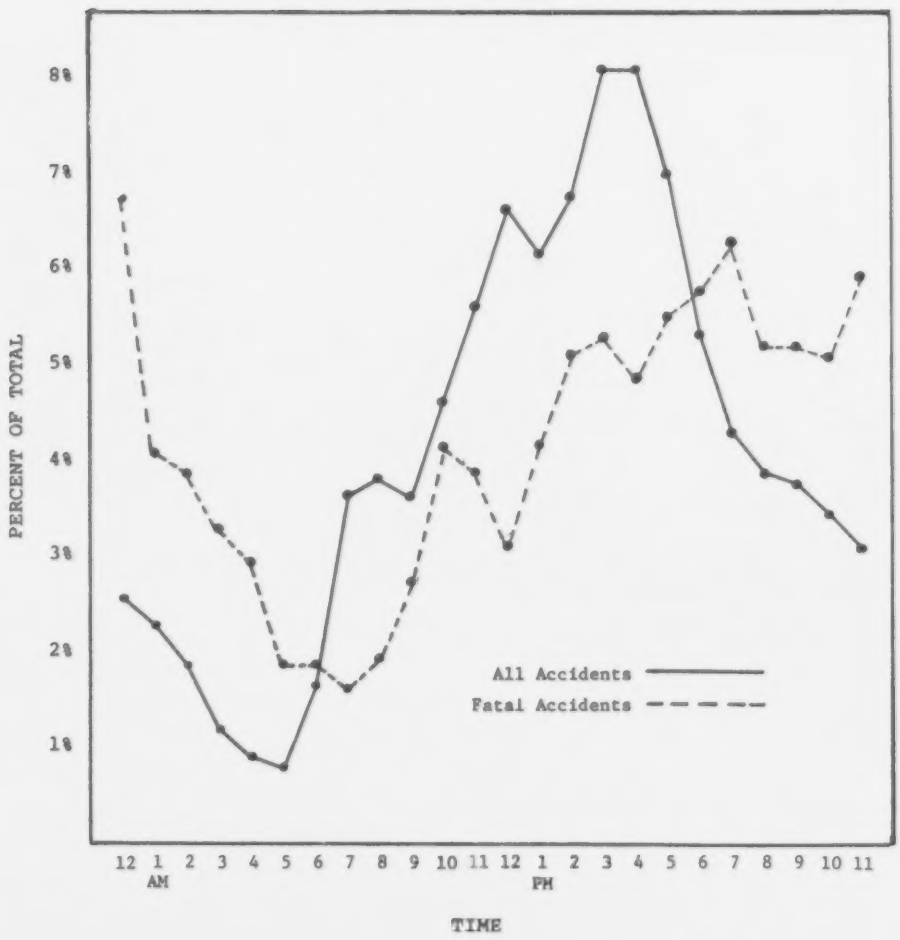
INJURY BY SEVERITY
AND
TYPE OF ACCIDENT

	TYPE OF INJURY		
TYPE OF ACCIDENT	INCAPACITATING INJURY	NON-INCAPACITING INJURY	POSSIBLE INJURY
Non-Collision Overturning	320	466	306
Other Non-Collision	308	443	343
Collision With Pedestrian	592	510	526
Collision With MV In Transport	4,254	8,957	11,649
Collision With Parked MV	1	0	1
Collision With Railway Train	22	37	13
Collision With Pedacyclist	177	264	218
Collision With Animal	28	56	46
Collision With Fixed Object	2,756	4,595	3,066
Collision With Other Object	164	265	304
Total	8,622	15,593	16,472
% of all injuries	21%	38%	40%

Of the 125,116 accidents reported in 1981, 22 percent resulted in injuries.

ACCIDENTS BY . . .

. . . HOUR OF OCCURRENCE



The above figures indicate that the worst time to have been on the road in Kentucky during 1981 was between the hours of 6:00 p.m. and 12:59 p.m. Of the 733 fatal accidents reported during the year, 293 occurred within that time period. The safest time to have been on the road was between 4:00 a.m. and 7:59 a.m.
*1,742 of all accidents, and 1 fatal accident no. stated.

. . . DAY OF OCCURRENCE

DAY	ALL ACCIDENTS	PERCENT OF TOTAL	FATAL ACCIDENTS	PERCENT OF TOTAL
Sunday	13,288	10.6%	117	16.0%
Monday	17,415	13.9%	103	14.0%
Tuesday	16,839	13.5%	76	10.4%
Wednesday	16,871	13.5%	88	12.0%
Thursday	18,296	14.6%	85	11.6%
Friday	22,293	17.8%	118	16.1%
Saturday	20,114	16.1%	146	19.9%

The three day period between Friday and Sunday was the most dangerous time of the week on Kentucky's highways during 1981, accounting for at least 52 percent of all fatal accidents reported. Forty-five percent of all accidents occurred on these days.

. . . MONTH OF OCCURRENCE

	January	February	March	April	May	June
Percent of All Accidents	8.6%	7.5%	7.6%	7.9%	9.1%	8.3%
Percent of Fatal Accidents	7.9%	6.8%	6.0%	9.0%	9.1%	8.2%

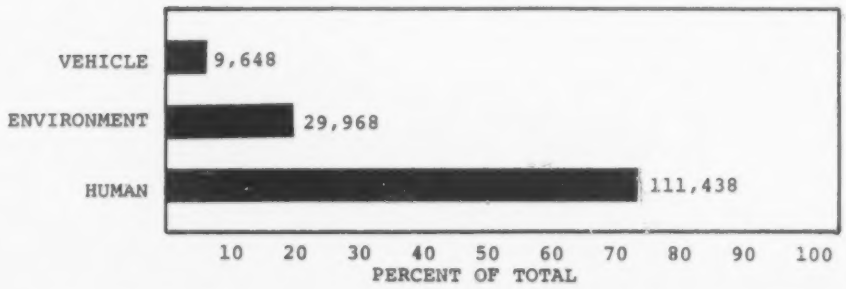
	July	August	September	October	November	December
Percent of All Accidents	8.3%	8.2%	8.1%	8.9%	8.1%	9.2%
Percent of Fatal Accidents	10.0%	10.4%	7.8%	9.1%	8.0%	7.6%

STATEWIDE FATALITIES BY YEAR

1947 - 1981

1947 - 576	1959 - 750	1971 - 1,023
1948 - 413	1960 - 764	1972 - 1,093
1949 - 573	1961 - 717	1973 - 1,117
1950 - 656	1962 - 793	1974 - 795
1951 - 740	1963 - 837	1975 - 882
1952 - 797	1964 - 911	1976 - 874
1953 - 861	1965 - 916	1977 - 958
1954 - 758	1966 - 1,086	1978 - 893
1955 - 862	1967 - 1,028	1979 - 905
1956 - 778	1968 - 1,054	1980 - 825
1957 - 814	1969 - 1,085	1981 - 830
1958 - 789	1970 - 1,069	

CONTRIBUTING FACTORS



Note that the total number of contributing factors does not coincide with the 125,116 accidents reported. Contributing factors will vary from accident to accident for various reasons: (1) investigative techniques applied, (2) evidence visibly available, and (3) number of vehicles and drivers involved in the same accident.

SPEED AND ALCOHOL IN FATAL ACCIDENTS

	TOTAL FATALS	SPEED INVOLVED	PERCENT OF TOTAL	ALCOHOL* INVOLVED	PERCENT* OF TOTAL
1980	750	295	39%	197	26%
1981	733	281	38%	203	28%

*Alcohol involvement is based on officers' observations at the scene. Subsequent blood tests would show this figure to be much greater.

FATAL FACTS

The Typical Driver In A Fatal Traffic Accident Is:

* 16-24 years old
* Male
* A local resident
* Speeding
* Drinking
* Driving a passenger car
* Operating on a dry, straight, and level road
* A weekend driver (Friday, Saturday, and Sunday)

The Typical Victim In A Fatal Traffic Accident Is:

* 16-24 years old
* Male
* Killed in a head-on collision with another motor vehicle or in a collision with a fixed object.

Teenage Drivers:

* 23% of all accidents involved teenage drivers.
* 22% of all fatal accidents involved teenage drivers.
* 17% of all accidents involving teenage drivers occurred between 3:00 p.m. and 4:59 p.m.
* 18% of all fatal accidents involving teenage drivers occurred between 10:00 p.m. and 11:59 p.m.

Safety Equipment:

* Of the 26 children between the ages of 0-4 who were killed in traffic accidents, only 1 was using a child restraint.
* Although 58 persons were killed in motorcycle accidents, only 35 were wearing helmets.
* In 95.7% of all traffic accidents, no one in the vehicle was using a seat belt.

1980 - 1981 ACCIDENT DATA BY COUNTY

COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980
ADAIR	339	326	6	5	82	82	251	239	6	5	126	134
ALLEN	256	275	4	3	71	84	181	188	4	3	112	129
ANDERSON	362	379	2	3	80	82	280	294	2	4	102	128
BALLARD	205	224	2	3	74	68	129	153	2	3	105	102
BARREN	1093	1153	11	9	254	276	828	868	13	10	419	456
**BATH	148	123	-	3	42	34	106	86	-	3	59	56
BELL	863	856	10	5	221	189	632	662	11	6	370	285
*BOONE	2442	2528	13	9	535	539	1894	1980	16	9	826	807
BOURBON	701	691	5	4	170	169	526	518	5	4	240	266
BOYD	2224	2373	3	7	385	427	1836	1939	3	7	541	635
BOYLE	911	911	6	6	185	152	720	753	7	7	273	223
BRACKEN	78	89	1	2	9	14	68	73	1	2	16	30
BREATHITT	309	312	5	2	116	110	188	200	5	2	205	196
BRECKINRIDGE	363	349	3	6	82	90	278	253	3	6	126	135
*BULLITT	1011	981	16	8	306	289	689	684	17	10	505	463
**BUTLER	272	197	-	4	84	60	188	133	-	4	137	82
CALDWELL	429	481	8	6	85	95	336	380	8	7	136	132
CALLOWAY	837	886	6	7	258	217	573	662	6	7	390	335
CAMPBELL	3347	3819	12	7	634	672	2701	3140	13	7	891	948
**CARLISLE	105	101	-	2	43	31	62	68	-	4	58	49
CARROLL	462	444	6	4	96	86	360	354	6	5	153	153
CARTER	502	568	7	8	137	145	358	415	8	8	221	250
CASEY	226	139	2	6	59	43	165	90	3	6	98	74
CHRISTIAN	1928	1949	13	11	409	396	1506	1542	13	11	611	594
CLARK	1211	1121	5	6	256	236	950	879	5	7	383	336
CLAY	490	438	12	5	146	103	332	330	12	5	248	171
CLINTON	161	133	2	1	40	43	119	89	2	1	75	65
CRITTENDEN	238	258	2	6	65	79	171	173	3	6	92	119
CUMBERLAND	102	102	1	3	23	24	78	75	1	3	39	37
DAVIESS	3900	4067	6	8	745	792	3149	3267	6	8	1064	1149
EDMONSON	162	213	1	4	57	66	104	143	1	4	87	106
ELLIOTT	86	132	5	1	25	33	56	98	5	1	44	50
ESTILL	270	287	5	2	53	56	212	229	6	2	84	93
*FAYETTE	10709	11015	20	44	2098	2197	8591	8774	21	51	2997	3145
FLEMING	328	288	5	5	68	67	255	216	5	5	108	104
FLOYD	1113	1160	5	10	294	313	814	837	5	14	480	559
FRANKLIN	1790	1793	7	6	339	305	1444	1482	7	6	497	436
FULTON	270	280	3	2	53	63	214	215	4	2	82	107
GALLATIN	178	201	3	1	47	64	128	136	3	1	87	104
GARRARD	284	271	4	4	70	66	210	201	5	4	104	103
GRANT	437	470	6	3	142	133	289	334	7	3	222	205
GRAVES	920	968	10	9	234	214	676	745	11	9	352	330
GRAYSON	596	569	5	5	158	154	433	410	7	5	245	231
GREEN	235	256	3	2	73	42	159	212	3	2	138	70
GRENUP	832	864	5	5	196	197	631	662	6	5	295	311
**HANCOCK	150	154	-	2	41	42	109	110	-	2	58	58
*HARDIN	2247	2135	15	11	575	521	1657	1603	16	14	931	817
*HARLAN	1233	1033	14	10	354	289	865	734	15	10	530	464
HARRISON	419	400	3	1	83	68	333	331	4	1	118	97
HART	314	319	6	9	100	95	208	215	7	10	165	165
HENDERSON	2088	2158	10	9	447	443	1631	1706	11	11	636	678
HENRY	326	314	1	3	102	94	223	217	1	4	157	147
HICKMAN	150	125	5	2	48	41	97	82	8	2	102	52
HOPKINS	1650	1699	10	13	422	418	1218	1268	12	15	666	635
JACKSON	170	182	2	4	44	38	124	140	3	4	70	61
*JEFFERSON	29571	31049	82	99	5290	5453	24199	25497	95	105	7381	7743
JESSAMINE	818	773	3	8	157	163	658	602	3	8	236	248
JOHNSON	674	698	2	9	159	161	513	528	2	10	252	255
*KENTON	6338	6964	15	22	1221	1351	5102	5591	16	23	1743	1881
KNOTT	350	315	4	1	132	112	214	202	12	1	205	195
KNOX	627	623	7	8	163	145	457	470	8	8	290	231
LARUE	305	273	4	1	85	65	216	207	5	1	118	97
LAUREL	1196	1150	6	11	281	270	909	869	6	13	475	460

COUNTY	TOTAL		FATAL		NON-FATAL		PROP. DAMAGE		KILLED		INJURED	
	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980	1981	1980
LAWRENCE	272	259	3	3	86	73	183	183	4	3	124	132
LEE	73	91	2	1	12	28	59	62	2	2	21	51
LESLIE	280	228	3	5	97	72	180	151	3	5	144	111
LETCHER	422	469	7	7	147	153	268	309	9	7	249	264
LEWIS	262	283	3	4	81	73	178	206	4	5	145	118
LINCOLN	358	369	8	4	91	97	259	268	8	4	170	181
LIVINGSTON	199	220	4	3	65	83	130	134	4	3	96	115
LOGAN	654	616	6	6	152	159	496	451	8	8	218	266
LYON	141	140	4	1	40	41	97	98	4	1	71	60
McCRACKEN	2848	2698	6	7	591	511	2251	2180	6	8	851	749
McCREARY	238	237	7	5	65	71	166	161	7	5	106	123
McLEAN	207	171	2	1	70	55	135	115	2	1	112	79
MADISON	2202	2201	10	11	412	409	1780	1781	10	12	609	604
MAGOFFIN	253	251	4	5	80	81	169	165	7	5	135	145
MARION	633	586	3	4	137	107	493	475	3	4	205	157
MARSHALL	601	611	4	7	170	184	427	420	4	8	271	299
MARTIN	126	148	3	1	38	39	85	108	3	1	61	65
MASON	827	950	5	5	140	130	682	815	5	6	211	202
MEADE	535	490	8	4	155	160	372	326	8	4	255	251
MENIFEE	88	90	1	1	39	29	48	60	1	1	72	55
MERCER	635	574	5	4	129	111	501	459	5	4	180	169
METCALF	147	156	2	1	43	48	102	107	2	1	70	83
MONROE	180	223	2	8	46	43	132	172	2	8	82	65
MONTGOMERY	678	696	4	1	141	139	533	556	4	1	201	203
MORGAN	226	253	1	1	87	70	138	182	1	1	144	102
MUHLENBERG	935	926	9	8	235	246	691	672	9	13	368	420
*NELSON	861	845	11	10	204	206	646	629	15	13	342	322
NICHOLAS	81	43	2	2	23	9	56	32	2	2	46	17
OHIO	445	493	11	5	127	157	307	331	14	5	227	258
OLDHAM	625	565	6	9	183	179	436	377	7	11	252	237
OWEN	166	165	3	1	45	46	118	118	3	1	70	77
OWSLEY	83	71	2	-	19	19	62	52	2	-	32	33
PENDLETON	268	237	1	3	73	62	194	172	1	4	107	99
PERRY	1095	1063	9	11	270	238	816	814	10	13	430	390
*PIKE	2093	2207	26	19	549	580	1518	1608	32	20	880	964
POWELL	147	184	5	3	46	46	96	135	8	3	66	73
PULASKI	1216	1235	5	12	288	274	923	949	7	14	460	434
ROBERTSON	22	17	1	-	9	3	12	14	1	-	17	4
ROCKCASTLE	339	325	6	6	93	85	240	234	6	8	163	164
ROWAN	711	776	7	5	163	168	541	603	8	5	249	263
RUSSELL	236	225	6	3	57	71	173	151	7	5	112	101
SCOTT	786	783	5	6	165	176	616	601	5	8	280	273
SHELBY	850	795	4	8	191	202	655	585	4	9	311	324
SIMPSON	446	436	2	3	93	120	351	313	2	3	138	184
SPENCER	141	107	2	1	43	36	96	70	2	1	69	58
TAYLOR	698	645	4	4	130	122	564	519	6	5	185	177
**TODD	176	188	-	4	57	53	119	131	-	4	79	90
TRIGG	280	291	2	3	72	69	206	219	2	3	97	115
TRIMBLE	119	103	1	1	40	30	78	72	1	1	64	49
UNION	492	553	7	5	135	125	350	423	7	6	207	197
*WARREN	3699	3850	16	15	725	795	2958	3040	21	15	1103	1118
WASHINGTON	267	252	2	3	51	50	214	199	2	3	71	93
WAYNE	351	377	2	2	58	60	291	315	2	3	109	104
WEBSTER	403	419	7	2	110	112	286	305	7	2	158	171
*WHITLEY	855	818	12	4	183	188	660	626	15	4	332	308
WOLFE	134	142	2	-	39	37	93	105	2	-	56	58
WOODFORD	660	580	3	7	157	132	500	441	3	7	229	211
TOTALS	125116	128130	733	750	27050	27028	97333	100352	830	825	40688	40812

*Counties reporting highest number of persons killed for 1981.

**Counties reporting no fatalities for 1981.

SIX YEAR FATALITY COMPARISON BY COUNTY

County	Best Year(s)	Number Killed	Worst Year(s)	Number Killed
ADAIR	1979	0	1976, 81	6
ALLEN	1980	3	1978	11
ANDERSON	1977	0	1979	5
BALLARD	1977	0	1980	3
BARREN	1979	6	1976	15
BATH	1978, 81	0	1979	4
BELL	1980	6	1977	12
BOONE	1980	9	1978	20
BOURBON	1980	4	1978	11
BOYD	1981	3	1978	14
BOYLE	1978	5	1979, 80, 81	7
BRACKEN	1976, 78, 81	1	1977	7
BREATHITT	1980	2	1979	10
BRECKINRIDGE	1978	0	1977	13
BULLITT	1980	10	1977	20
BUTLER	1981	0	1979	10
CALDWELL	1978	1	1976, 79, 81	8
CALLOWAY	1981	6	1976, 77, 78	10
CAMPBELL	1980	7	1976, 81	13
CARLISLE	1981	0	1976, 77, 79, 80	4
CARROLL	1976	4	1979	9
CARTER	1977	4	1978, 79, 80, 81	8
CASEY	1978	2	1980	6
CHRISTIAN	1980	11	1977	17
CLARK	1979	4	1977	13
CLAY	1976	3	1977, 81	12
CLINTON	1977, 80	1	1978	3
CRITTENDEN	1976	1	1980	6
CUMBERLAND	1976, 79	0	1980	3
DAVIESS	1980	8	1978	22
EDMONSON	1978, 81	1	1977	10
ELLIOTT	1978, 80	1	1977	6
ESTILL	1976	0	1978, 81	6
FAYETTE	1978, 81	21	1980	51
FLEMING	1977	2	1978	8
FLOYD	1979, 81	5	1980	14
FRANKLIN	1976	1	1978	10
FULTON	1978	0	1979, 80, 81	4
GALLATIN	1977, 80	1	1976, 78	5
GARRARD	1976	3	1977, 79	7
GRANT	1976, 79	2	1977, 81	7
GRAVES	1976	3	1978	18
GRAYSON	1978	2	1976	13
GREEN	1976	1	1978	6
GREENUP	1979	3	1977, 78, 81	6
HANCOCK	1977, 81	0	1976	11
HARDIN	1979	8	1977	22
HARLAN	1980	10	1981	15
HARRISON	1980	1	1976, 81	4
HART	1976	3	1980	10
HENDERSON	1978	7	1979	21
HENRY	1976, 81	1	1978, 80	4
HICKMAN	1978	1	1981	8
HOPKINS	1978	7	1976	24
JACKSON	1977	1	1979	7
JEFFERSON	1978	94	1977	126
JESSAMINE	1979, 81	3	1977	12
JOHNSON	1978, 81	2	1976, 77	12
KENTON	1978	14	1980	23
KNOTT	1977, 80	1	1981	12
KNOX	1976	3	1978	15
LARUE	1980	1	1979	8
LAUREL	1981	6	1979	16
LAWRENCE	1978	2	1976	9
LEE	1976, 79	1	1977	9

County	Best Year(s)	Number Killed	Worst Year(s)	Number Killed
LESLIE	1981	3	1978, 79	8
LETCHER	1977, 79, 80	7	1978	13
LEWIS	1976	1	1977	7
LINCOLN	1979	3	1977	16
LIVINGSTON	1976, 77, 79	1	1981	4
LOGAN	1977	3	1979	9
LYON	1978	0	1979, 81	4
McCRACKEN	1981	6	1976	19
McCREARY	1976	2	1979	9
McLEAN	1976, 78, 80	1	1977	5
MADISON	1979	8	1978	15
MAGOFFIN	1978, 79	4	1976, 81	7
MARION	1979	2	1977	8
MARSHALL	1981	4	1977	10
MARTIN	1978	0	1979	8
MASON	1977, 78, 81	5	1976	8
MEADE	1976, 78	5	1979	14
MENIFEE	1976	0	1977, 79	3
MERCER	1979	2	1976	7
METCALFE	1979, 80	1	1976, 77	4
MONROE	1981	2	1980	8
MONTGOMERY	1980	1	1979	7
MORGAN	1980, 81	1	1979	7
MUHLENBERG	1978	6	1976	14
NELSON	1977	6	1981	15
NICHOLAS	1977	0	1976	5
OHIO	1976	4	1978	17
OLDHAM	1976	3	1980	11
OWEN	1978, 80	1	1977	5
OWSLEY	1980	0	1979	4
PENDLETON	1981	1	1976	5
PERRY	1976	6	1978	17
PIKE	1976, 77	10	1981	32
POWELL	1977	0	1981	8
PULASKI	1977, 81	7	1978	17
ROBERTSON	1976, 77, 78, 80	0	1979, 81	1
ROCKCASTLE	1978	3	1979	16
ROWAN	1977	2	1981	8
RUSSELL	1976	3	1981	7
SCOTT	1976	2	1979	9
SHELBY	1981	4	1976	13
SIMPSON	1977, 81	2	1976, 79	7
SPENCER	1980	1	1978	4
TAYLOR	1976	3	1977, 79	8
TODD	1981	0	1979	8
TRIGG	1977	1	1976	12
TRIMBLE	1979	0	1977	5
UNION	1977, 79	5	1976	9
WARREN	1976	12	1978	36
WASHINGTON	1976, 77, 78, 79, 81	2	1980	3
WAYNE	1978, 81	2	1976, 77	5
WEBSTER	1980	2	1977	11
WHITLEY	1980	4	1981	15
WOLFE	1980	0	1978	13
WOODFORD	1978, 81	3	1976	8

FATALITIES BY MAJOR HOLIDAY

HOLIDAY	1973	1974	1975	1976	1977	1978	1979	1980	1981
NEW YEAR'S total deaths	9(4)	3(1)	10(4)	9(4)	20(3)	7(3)	7(3)	10(4)	8(3)
MEMORIAL DAY total deaths	14(3)	3(3)	13(3)	9(3)	9(3)	14(3)	10(3)	10(3)	10(3)
FOURTH OF JULY total deaths	5(1)	11(4)	19(3)	18(3)	18(3)	17(4)	5(1)	16(3)	18(3)
LABOR DAY total deaths	10(3)	5(3)	4(3)	6(4)	10(3)	10(3)	13(3)	6(3)	4(3)
THANKSGIVING total deaths	16(4)	7(4)	8(4)	11(4)	17(4)	15(4)	8(4)	11(4)	14(4)
CHRISTMAS total deaths	8(4)	7(1)	10(4)	7(3)	6(3)	11(3)	18(4)	12(4)	8(3)

Figures in parenthesis show number of full days in each holiday period. Deaths are for these days plus the last six hours of the preceding day.

	DEATHS PER DAY		ACCIDENTS PER DAY	
HOLIDAY	1980	1981	1980	1981
NEW YEAR'S	2.50	2.67	315.75	322.67
MEMORIAL DAY	3.33	3.33	387.33	358.33
FOURTH OF JULY	5.33	6.00	396.00	497.33
LABOR DAY	2.00	1.33	366.66	291.67
THANKSGIVING	2.75	3.50	344.75	307.25
CHRISTMAS	3.00	2.67	273.75	248.00

1981 FATALITIES BY MAJOR HOLIDAYS

All of the above holiday periods were three (3) days except Thanksgiving which was four (4) days.

PEDESTRIAN ACCIDENTS . . .

. . . BY TYPE

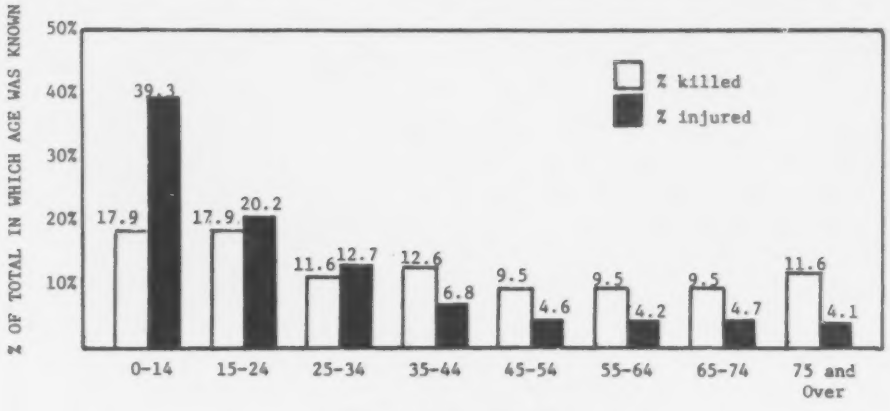
In 1981 there were 1,615 accidents involving pedestrians. Of those, 95 (5.9%) were fatal accidents, killing 96 people. An additional 1,628 people were injured in accidents involving pedestrians.

PROFILE OF A PEDESTRIAN VICTIM

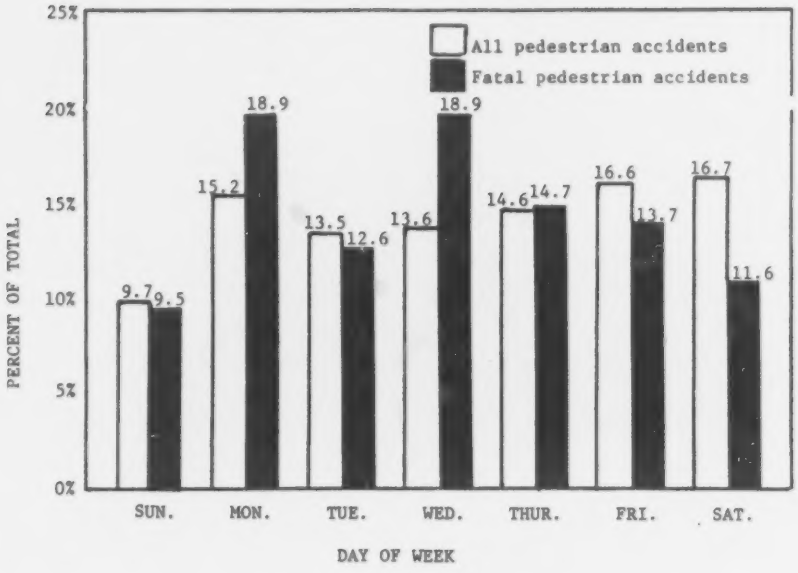
The typical pedestrian victim is a child between the ages of 0-14 years old. 18% of the pedestrians killed and 40% of the pedestrians injured fell into this age group. 72% of those killed were male, and 60% of those injured were male. Most pedestrian accidents occurred on local streets (41%).

* A property damage accident which involves a pedestrian is one which results in property damage but the pedestrian is unharmed. Example: A car swerves off the road and hits a pedestrian (pedestrian is unharmed). The vehicle continues and collides with a telephone pole.

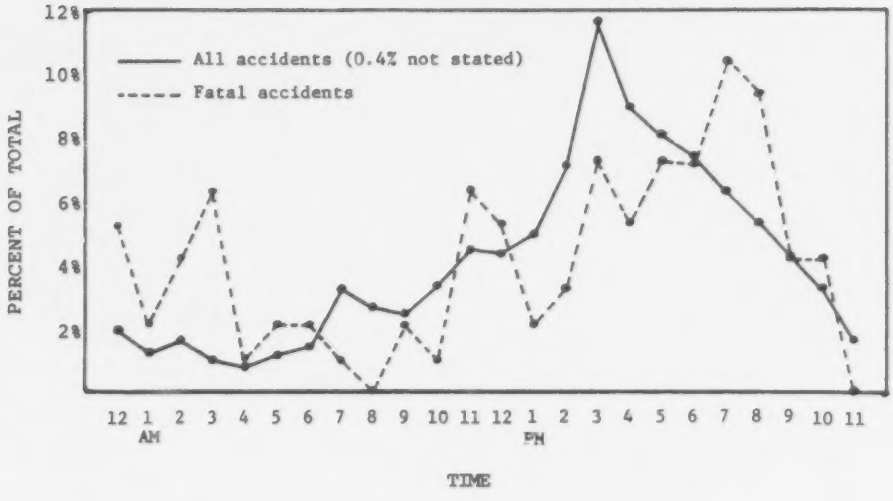
. . . BY AGE



. . . BY DAY



. . . BY TIME OF OCCURRENCE



MOPED ACCIDENTS

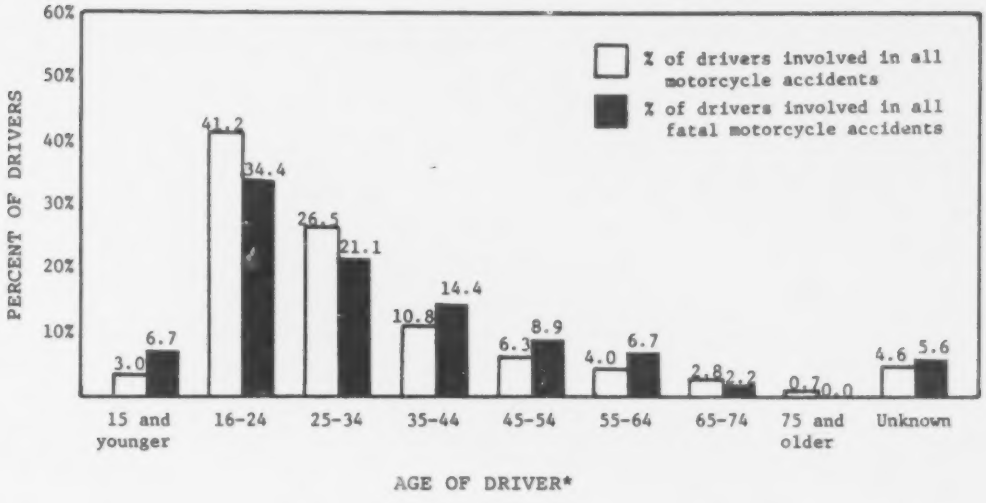
Mopeds, or motorized bicycles, are becoming more common as a means of transportation. Kentucky law classifies mopeds as motor vehicles. Mopeds are not required to be licensed or be insured. The operator is required to be licensed but not required to wear safety equipment. In 1981, there were 89 mopeds involved in accidents as compared to 80 mopeds involved in 1980. This represents an increase of 11%. Moped accidents have increased 368% since 1978 when only 19 mopeds were involved. There had been no fatal moped accidents in Kentucky until 1981 when 1 fatality occurred. 83 persons were injured in moped accidents in 1981, an increase of 19% over 1980. 42 of these accidents (47.2%) occurred on local streets. There were 151 drivers in accidents involving mopeds. 95% of the drivers were local residents and 38% were under the age of 20. The three day period of Friday, Saturday, and Sunday accounted for 44% of the motor vehicle accidents involving mopeds.

MOTORCYCLE ACCIDENTS . . .

. . . BY TYPE

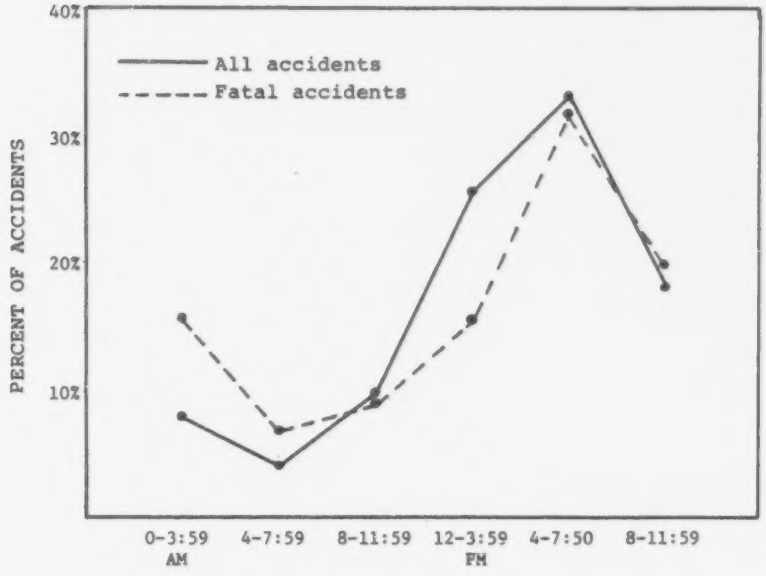
	ACCIDENTS INVOLVING MOTORCYCLES					
YEAR	TOTAL	FATAL	NON-FATAL	PROPERTY DAMAGE	KILLED	INJURED
1977	1,838	46	1,347	445	47	1,663
1978	1,812	55	1,324	433	57	1,709
1979	1,846	64	1,322	460	65	1,648
1980	1,874	42	1,406	426	44	1,750
1981	1,672	56	1,194	422	58	1,475

MOTORCYCLE ACCIDENTS BY DRIVER AGE



*Note that all age groups do not consist of an equal number of years.

MOTORCYCLE ACCIDENTS BY TIME OF DAY



*0.8% not stated.

ACCIDENTS INVOLVING BICYCLISTS . . .

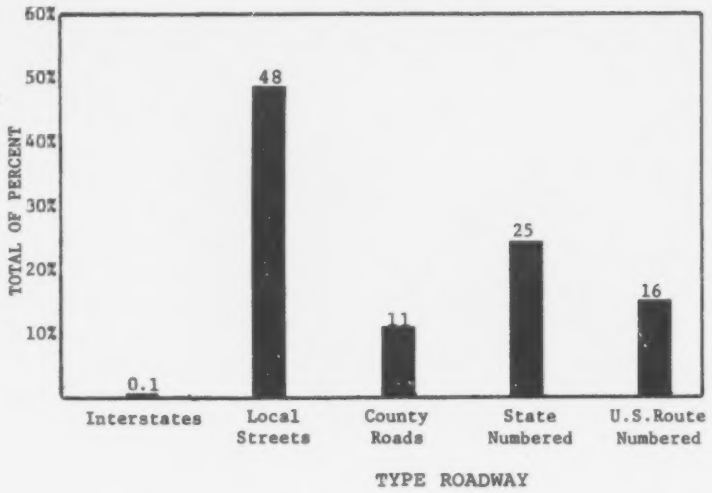
. . . BY TYPE

In 1981 there were 781 accidents involving bicyclists. Of these, 4 were fatal and 625 involved injuries.

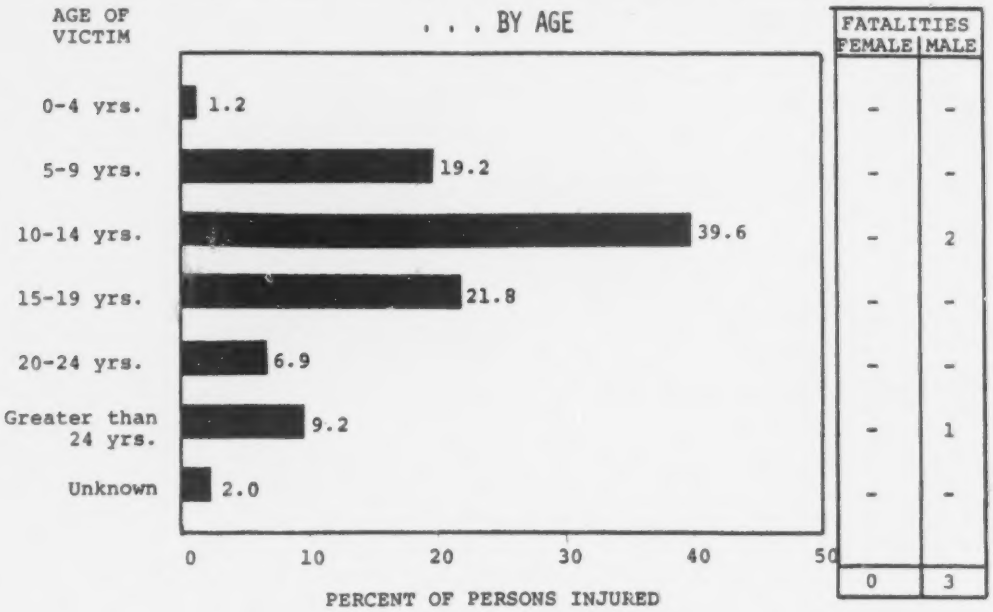
. . . BY ROADWAY

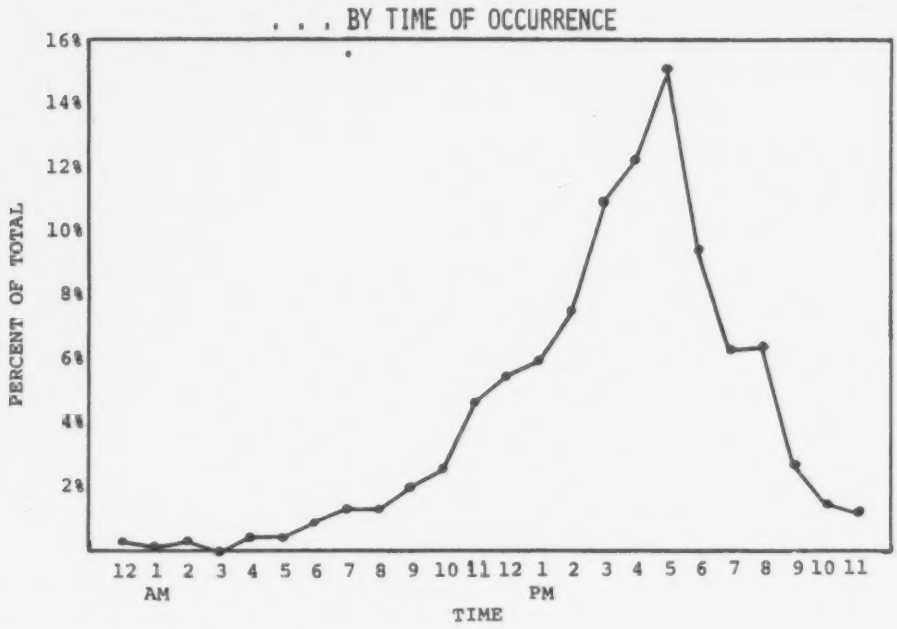
Approximately 48 percent of these accidents occurred on local streets.

There were 3 fatal bicycle accidents on U.S. route numbered highways, 1 on other state numbered highways, and none on interstates, county roads, or local streets.



Over 60 percent of all motor vehicle injuries and 67 percent of the fatalities involving bicyclists occur in the age group between 0-14 years old.





DEFINITIONS AND TERMS

1. The national MANUAL ON CLASSIFICATION OF MOTOR VEHICLE TRAFFIC ACCIDENTS is used to insure that uniform definitions, classifications, and other federal requirements are in compliance. The manual is a standard guide for Traffic Records to use in the classification of data for compilation of statistics on accident experience.

2. For a report to qualify under the current program regulations, it must be classified as a MOTOR VEHICLE TRAFFIC ACCIDENT.

3. MOTOR VEHICLE TRAFFIC ACCIDENT is any motor vehicle accident that occurs on a trafficway or that occurs after the motor vehicle runs off roadway but before events are stabilized.

4. ACCIDENT is an unintended event that produces injury or damage. The word "injury" includes "fatal injury."

5. MOTOR VEHICLE is any mechanically or electrically powered device, not operated on rails upon which or by which any person or property may be transported or drawn upon a highway. For purposes of classification, any object such as a trailer, coaster, sled or wagon being towed by a motor vehicle is considered a part of the motor vehicle, including such devices when detached while in motion, or set in motion by a motor vehicle, such as during pushing.

6. TRAFFICWAY is the entire width between property lines or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

7. FATAL ACCIDENT is any motor vehicle accident that results in fatal injuries to one or more persons.

8. NONFATAL INJURY ACCIDENT or sometimes referred to as a Personal Injury Accident is any motor vehicle accident that results in injury, other than fatal, to one or more persons.

9. PROPERTY DAMAGE ACCIDENT is any motor vehicle accident which there is no injury to any person, but only damage to a motor vehicle or other road vehicle or to other property, including injury to domestic animals.

10. LEGAL REPORTING REQUIREMENTS: (1) Whenever anyone is injured and/or the motor vehicle involved is inoperable as a result of a motor vehicle accident, the police are to be notified so an investigation can be made at the scene. (2) Whenever an accident does property damage of $200.00 or more, or injury is involved and for some reason no police report is made, then the driver is required to file a written report with the Department.

NOTE: PERCENTAGE TOTALS IN THIS REPORT MAY NOT ALWAYS BE EQUAL TO 100% DUE TO ROUNDING OF FIGURES.